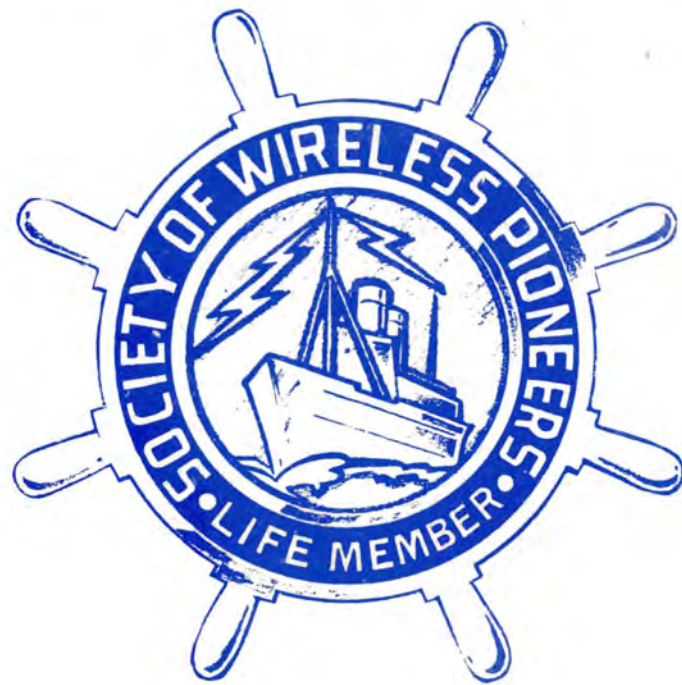
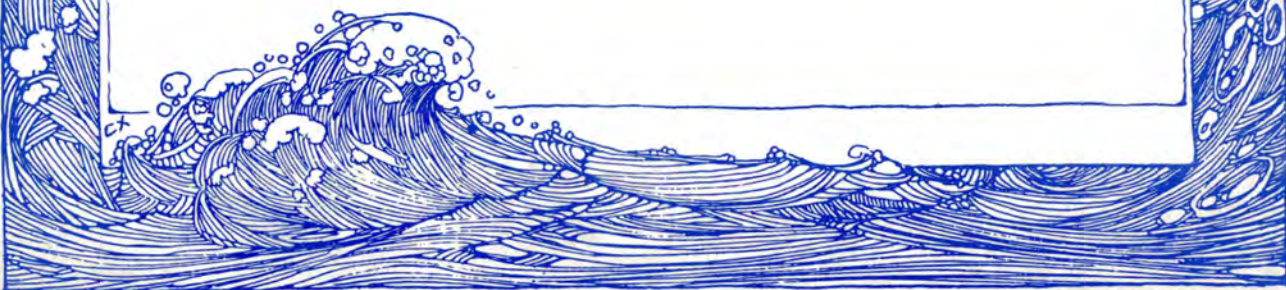


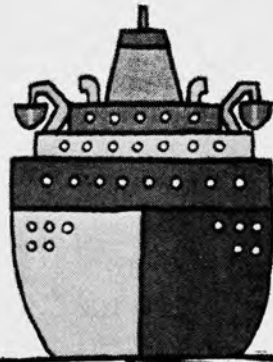
1973

YEAR BOOK



Society of Wireless Pioneers





Sparks . . .

and the Sea

YEAR - BOOK 1973



Society of Wireless Pioneers



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THIS book is a compilation of experiences which have been furnished by many Members of the Society of Wireless Pioneers, and gathered together in book form to preserve for posterity, the memorabilia, nostalgic episodes and anecdotes of days gone by. Illustrations, art work and layout produced mostly by William A. Breniman, Editor. Cartoons largely from Ralph C. Folkman. Credit for photographs and articles are shown accompanying the copy.

THE SOCIETY OF WIRELESS PIONEERS is a non-profit organization dedicated to banding together the professional wireless and radio men who have once earned their living at the radio-telegraph key. Through books and publications of the Society, we hope to preserve the history of an era which has brought great change in the lives of all people. The Society is entirely patriotic, non-sectarian and has no commercial interests. Books and releases are for members only. Some copies have been furnished Libraries or Technical Institutions who have use for this type of reference data. There is no charge to members or such organizations for Society books or publications.

There is no objection to the reprinting of articles in this book provided credit is given to the Society of Wireless Pioneers for same. The exception is to articles or photographs marked "Reprinted by permission."

THE INTERNATIONAL ICE PATROL

The iceberg menace is a natural hazard which man, in all his ingenuity and resourcefulness, cannot control, regulate, or entirely avoid. Breaking off from the massive Greenland glaciers, these mammoth bergs, frequently as long as a city block and half as high above the water, are carried along by the ocean currents. Some of them reach the Labrador Current, and are carried by it toward the heavily traveled North Atlantic steamship lanes. They cannot be held back, destroyed, or diverted from their course.

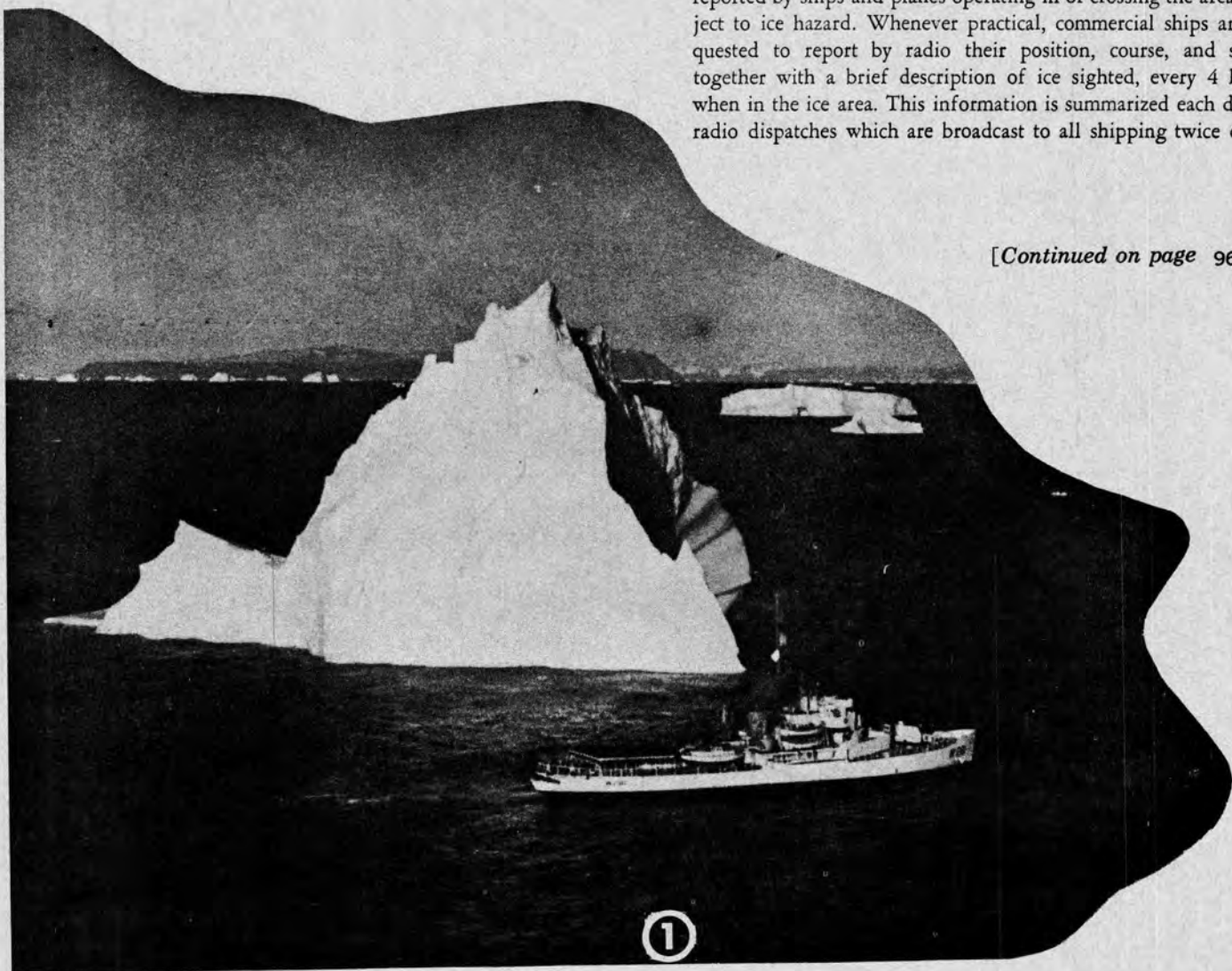
The Coast Guard commences the service of ice observation and

ice patrol whenever the presence of ice begins to threaten steamship traffic in the North Atlantic, which is usually in February of each year. The patrol area covers a region of about the size of the State of Pennsylvania and is in the general region of the Grand Banks of Newfoundland. During a large part of the ice season, which usually extends from February to July, this region is blanketed in fog created by the confluence of the Gulf Stream and Labrador Current. And through this area passes the world's heaviest seaborne traffic.

Long range, multi-engine, Coast Guard patrol planes conduct the primary observation work. Ice reconnaissance flights are made on the average of three times weekly and search out an area of over 33,000 square miles. When ice conditions become so severe as to require a continuous surface patrol, or when prolonged fog or inclement weather renders aerial search ineffectual, Coast Guard ships are assigned to constant patrol of the sea lanes.

Information concerning ice, growlers, and icebergs is collected by these patrol vessels, from aerial surveys, and from sightings reported by ships and planes operating in or crossing the area subject to ice hazard. Whenever practical, commercial ships are requested to report by radio their position, course, and speed together with a brief description of ice sighted, every 4 hours when in the ice area. This information is summarized each day in radio dispatches which are broadcast to all shipping twice daily.

[Continued on page 96]



HISTORY OF THE AMERICAN MARCONI COMPANY

Thorn Mayes, W6AX

The American Marconi Wireless Telegraph Company was the first wireless company to be formed in the United States. When it was incorporated in 1899, Marconi had received signals a distance of 30 miles. When Radio Corporation of America took over American Marconi just 20 years later, wireless was a worldwide communications media. Of the many wireless companies formed over this period, only the American Marconi lived for the entire time and for the last seven years had a virtual monopoly of wireless communications in this country.

Why was American Marconi so successful where many others had failed and why after gaining practically the entire business, did it go out of existence in 1919? A review of its history will give answers to these and other questions.

Material for this history up to 1912 came from many books and magazines. Starting in 1912, "Wireless Age" published by American Marconi provided much data but this history was made possible by information and help from Gerald Tyne, Ed Raser, W2ZI, L. M. Clement, K3AA, Bruce Kelley, W2ICE, Commander Richard Johnstone, K6FZ, Lloyd Espenschied, and Warren Green, W7JY.

July, 1897, Marconi formed the Wireless Telegraph and Signaling Company in England for the purpose of building and installing wireless on lightships and in lighthouses along the English coast for by then he had demonstrated that he could work over a distance of 15 miles which was sufficient for this duty.

In the fall of 1899, he brought equipment to New York to report the American Cup yacht races. By this time he felt so sure that he could span the Atlantic, with a more powerful transmitter, that he formed the American Marconi Wireless Telegraph Company

under the laws of New Jersey, with an authorized stock of two million shares, five dollar par value. 600,000 shares went to Marconi with 350,000 held by the English company. The company was formed for the purpose of using Marconi patents in the United States.

Early in 1900 the name of the English company was changed to the Marconi Wireless Telegraph Company and in July, Marconi decided to build his transatlantic station at Poldhu, England. Dr. J. A. Fleming was given the job of designing the transmitter which was to be one hundred times more powerful than any used so far, an input of 25 kilowatts. R. N. Vyvyan was in charge of installation.

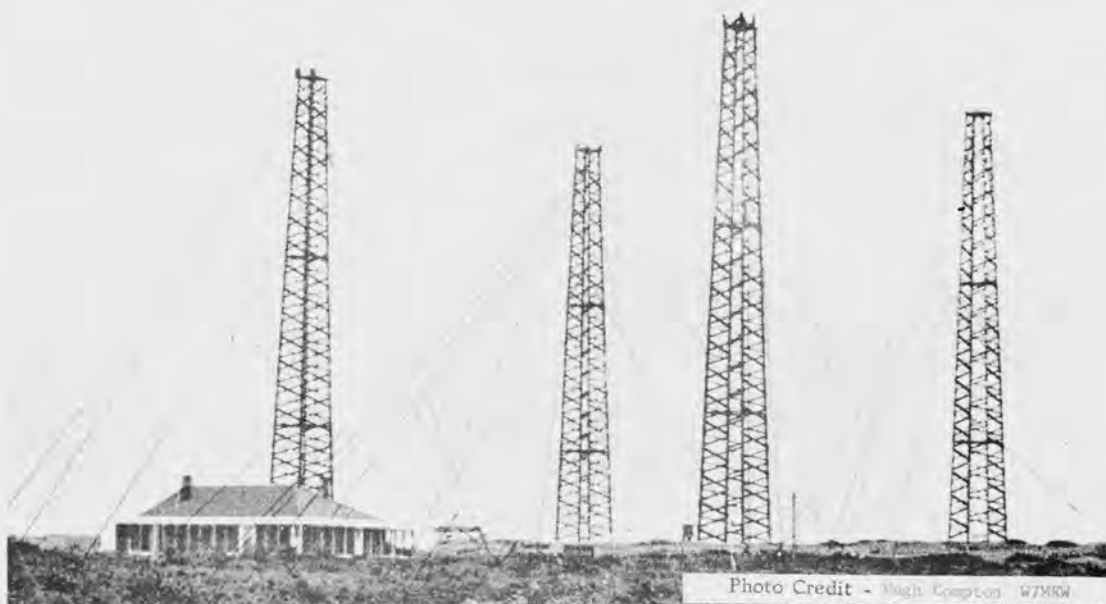
Marconi specified an inverted cone antenna of 200 vertical wires supported by a ring of 20 masts 200 feet high.

South Wellfleet on Cape Cod was selected as the location for the station to receive the Poldhu signals and Vyvyan was sent there to build a duplicate of the Poldhu station.

A gale in September destroyed the Poldhu antenna which was replaced with a fan design, two 150 foot high masts located 150 feet apart supporting a messenger cable which carried 50 wires spaced three feet apart.

Marconi now realized his circular antenna was weak structurally so decided to go to St. Johns, Newfoundland with his receiving gear and use a kite supported wire. This location was almost 1000 miles closer to Poldhu than South Wellfleet. It was a wise decision for the day before the party sailed for St. Johns, Vyvyan cabled that the South Wellfleet antenna had been destroyed in a storm.

Marconi, Kemp and Padget arrived at St. Johns December 6th. They soon settled on a site in an abandoned Army building located on a hill overlooking the city. The distance to Poldhu was 2000 miles and the greatest distance they had covered so far was 225 miles



MARCONI STATION "CC", "MCC", "WCC", South Wellfleet, Mass.

but Marconi was confident the test would be a success. They were delayed by a severe winter storm but Thursday the 12th they succeeded in getting a kite up 400 feet that was fairly stable with its 400 feet of antenna wire. The lead was connected to the instruments about the time Poldhu was to start sending that day. Marconi put the receiver to his ear then handed it to Kemp asking if he heard anything. Kemp stated that he heard the pre-arranged signal of three dots several times, Marconi confirmed that he had also.

Their experiment was a success, wireless waves had spanned the Atlantic! The New York Times of December 15, 1901 printed, "Wireless Signals across the Atlantic, Marconi says he received them from Poldhu, England."

The first equipments installed by the American Marconi Company were made in mid-1901 on the Nantucket Light Ship and a shore station at Siasconset on the east coast on Nantucket Island. The sets consisted of

battery powered 10 inch spark coils and coherer receivers. First messages were exchanged between these stations, which were 40 miles apart, August 12, 1901. Siasconset first gained fame when it reported the collision of the ships Republic and Florida in dense fog off Nantucket Island, January 23, 1909 with Jack Binns the operator on the Republic.

During 1902, duplicate antenna systems were built at South Wellfleet, Poldhu and Glace Bay, Canada. They were inverted cones of 200 wires each, supported by four lattice towers 215 feet high. Tests were carried on between these three stations for several years.

While in New York in 1899, Marconi met a prominent lawyer, John Bottomly who was interested in wireless. When the company was reorganized in 1902, Bottomly became General Manager, Secretary and Treasurer. He held the General's position until it was taken over by E. J. Nally in 1913 and continued as Secretary-Treasurer thru

1918. Bottomly's broad experience and good judgment were responsible for carrying the company thru the trying times of 1913. The Annual Report for 1910 states that the company had lost money each year.

David Sarnoff was hired as office boy in September 1906. Later he stated that when he arrived, the company was operating four land stations and had their equipments on four ships with a total of less than 25 employees.

American Marconi used British designed gear until 1910 when they started to originate their own parts arrangements but as they had no manufacturing facilities, most of the parts came from England.

The early transmitters used a ten inch spark coil connected to antenna and ground across a spark gap. Starting in 1901, a high voltage condenser was added across the spark gap and in 1904 a tuning helix to tune to the desired wavelength.

Until 1904 the coherer was the standard detector as the Marconi magnetic detector developed in 1902 was not used in the United States until 1904. Some early stations had the transmitting helix connected so it could be used for both transmitting and receiving, others had tapped loading coils to tune the receiving circuit. Multiple tuners were not available until 1909.

John W. Griggs former Governor of New Jersey and Attorney General under McKinley, became President of American Marconi in 1905, a position he held until the company was taken over by R. C. A. in 1919. Fredrick Sammis became Chief Engineer in 1908. He was not a creative engineer so little development was done until American Marconi took over the excellent engineering group from United Wireless in 1912.

Marconi had an American patent on the non-synchronous rotary gap and Fessenden had the patent on the synchronous gap. The two companies made an agreement in 1912 and immediately American Marconi began to use rotary gaps.

As there had been flagrant infringements of the Marconi wireless patents, the Marconi Company in 1910 initiated

several suits. The decision reached in the famous case, Marconi Wireless Telegraph Company vs British Radio Telephone and Telegraph Company, handed down in December 1910 by Lord Justice Parker, was used as the basis for settling many other world-wide similar court actions.

The Marconi Company claimed the defendant's use of autotransformers for connecting to the aerial and ground circuit was an infringement of their patent number 7,777. Lord Justice Parker after hearing a number of technical witnesses, stated that he felt the Marconi patent was being infringed.

A suit had been filed against the United Wireless Company and the English decision was applied in this case. The following notice from the April, 1912 issue of Modern Electrics give the result:

"As a result of a merger which has been brought about between the Marconi Wireless Telegraph Company and the United Wireless Telegraph Company, when the suit of the former company against the latter company for alleged infringement of patent rights came up in the United States District Court on March 25th 1912, the United Wireless Company entered no defense and consented to the granting of a decree in favor of the Marconi Company."

"As a further result of the merger, all stations and contracts of the United Wireless Company will be taken over by Marconi. This involves about 500 ship and land stations in the United States."

The Marconi Company purchased the assets of United for \$700,000 and sold them to the American Marconi Company.

United actually delivered to American Marconi 50 land stations, as 20 stations that were not profitable had been closed, and 400 marine sets as 100 had been removed from ships not paying their rentals. American Marconi at this time had 5 land stations and 40 marine installations so their total was now 500.

By 1908, 1500 KW spark transmitters had been installed at Glace Bay and the Clifden, Ireland stations and point-to-point communication between them was dependable for at least 20 hours per day. The 35 KW set at South Wellfleet

PRINTED STATIONERY & LABELS

The demand for Society stationery (letter heads, envelopes) and labels continues. Due to the increase in THIRD CLASS postal rates, a modest increase in prices are necessary to furnish these items at near cost. We make no money on these items but we think it is a service members like, also it perhaps carries some promotional value in its use, so even if we break even and are out time to package and mail it, we think it worth while and support its use.

As mentioned previously, use of such stationery is restricted to SOCIAL and FRATERNAL correspondence only such as correspondence related to fraternal exchanges or letters to potential members whom you might like to interest in joining the Society.

We repeat that IT IS NOT INTENDED that member stationery be used by any member for personal solicitation of funds or the promotion of personal causes, or for ANY PURPOSE which includes and commercial or political connotation. Should you by any chance receive any such solicitation or become aware of it, please inform us as IT IS NOT AUTHORIZED by the Society for such purposes.



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25 each, Letterheads & No. 10 Env. \$1.50 Ppd.
100 each, Letterheads & No. 10 Env. 5.00 Ppd.
50 Env. \$1.50 50 Letterheads - \$1.25

No. 6 Env. may be available later and will be shipped in place of No. 10 unless No. 10 requested.

PHILATELY

Our good member KENNETH RICHARDSON (487-SGP) and who is Secretary - Treasurer of the DeForest Pioneers has informed us that a renewed

effort is being made requesting the Post Office Dept. to honor the late Doctor Lee de Forest with a stamp in commemoration of the centennial of his birth. We have informed the DeForest Pioneers that SWP and its members will be very happy to cooperate in their efforts to honor this great Inventor. It may be noted that the initial 'ground work' was initiated in 1955, which goes

to point out that it does take a long period of time to translate idea into fact when it is necessary to work through the Citizens' Stamp Advisory Committee in processing recommendation to the Postmaster General. Incidentally, "Ken" is celebrating his 65th year in radio and electronics.



NEW BRITISH STAMP HONORS

THE . . . WIRELESS.

Mr. Kenneth "Ken" C. Woodman, Area Director for the U.K. (SWP) has furnished us with a new stamp just

printed and distributed which honors "Marconi/Kemp experiments 1897". Some other stamps recently issued honor BBC 1922-1972 (set of three).

PROJECT We have mentioned previously that we would like to see a stamp issued in the USA commemorating the "WIRELESS" and the part it has played in history. Unfortunately, Mr. Dave Brown who was interested in the project died on April 10 1972 and we have been too busy on other matters to give it further attention. We would like to solicit a volunteer to 'spearhead' the project. Anyone who might be interested in taking on the assignment is invited to write and inform us accordingly.

CONTACT AT SEA

Our good friend and author of the interesting book - "Contact at Sea" has informed us that ITT has purchased the Gregg Press publisher of his book and as a result, arrangements have been made to offer SWP members a chance to buy the book at the new list price of \$7.50 less 25% or \$5.63 (originally priced @ \$14.00 considered much too high but at 5.63 plus postage, it would be a fine buy.) Peter B. Schroeder - TA5, who we should have mentioned in line 1 above (author) suggests anyone who wishes to buy a copy write directly to The Gregg Press, 70 Lincoln St., Boston, Mass. 02111 (Attn. Mr. Koehlinger)

Rudolph "Rudy" A.P. Asplund K6KKW

SILENT KEY

While the 'Ancient Mariner' worked on the above item, he received the sad news that good old 'Rudy' is gone. Prexy Eb Cady, who has visited Rudy often during his last illness, said on his last visit the 16th, that Rudy was pretty low. He had a very serious operation in early September and never completely recovered. Rudy was one of our "CHARACTER MEMBERS" (57-P) FS. S.S. BUCKEYE STATE - K6KW 1921 He was radio officer aboard the SS LURLINE at the time of Pearl Harbor. It is reported that the ship intercepted the Japanese signals, Rudy verified them on his radio direction finder and the report went in to the Navy upon arrival Honolulu. During one of his 'AROUND THE WORLD' trips, the passenger ship he was on experienced a 'mutiny at sea' by the Chinese crew members. Acting upon instructions, the Radio Operators locked themselves in the radio room. A few shots from one of the officers and the mutiny fizzled out. No transmissions were sent out. No call for help. But the newspapers got the story from the passengers and it really developed into something! Rudy was a professional wireless man's "brass-pounder". He has sailed many of the ships of the Pacific - now he has taken his last voyage to the port of no return. We all observe a moment of prayer for this fine gentleman.

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WHO WHERE WHAT WHEN WHY ???

News Notes from Member's



6

"YE ED" wishes to acknowledge or state in advance that the news about members appearing on the following pages comes to you without 'rewrite' as he simply does not have time or typing skill to bring you the kind of 'copy' he would like to publish. Contents will be loosely (very), alphabetical. Please forgive him if he whacks the hell out of the news you have furnished. He only has so much space and he'll try to do the best by all members possible. Perhaps in summarizing your letter, the wheat and chaff may drain off into the wrong hopper . . . sorry 'bout' that. But he will try in his unsophisticated and forthright way, sans scholarly or literary type, to bring all the news and scuttlebutt available from our none to well indexed files.

Please always keep in mind that if a few brief periods of facetiousness gets the best of him, the product of his typewriter is in gear with humor. There is never any intent to write a single word that could hurt anyone so . . . please recognize the source and realize he is harmless.

Sparks can retire and have a ball
But his wife is usually again it;
'Cause it's hard, real hard, to make a home
For the ol' boy who is always in it!
(Thrown in at no extra charge).



ABEL, WILLIAM L. "BILL" New address: C/O: ITT Arctic Services, (CAMBRIDGE BAY) Box 6200, Winnipeg, Man. R3C 3A4.

ABADIE, FLETCHER S. 240V New QTH: 1521 N.W. Larch Road, Redmond, Ore. 97756 Moved from Point Reyes Station, CA, June 1972. Retired.

ALLEY, JOHN D. 1054PA New QTH: 48 Judson St. Raynham, Mass. 02767. Old address was Lakeville, Mass. Same ham call - W1DMD

ANDERSON, CARL E. 318-V Reports new phone number 714/755-8982

ANDERSON, RAYMOND J. Ray wrote in to give phone No. of Wilbur A. Stelzer which is 517/835-5737. Also informs that Stelzer's call is W8CPM. Says he enjoyed last NL and working on prospective members in Great Lakes area. FB.

ABEL, WILLIAM L "BILL" 942PA Says "Tackett" certainly lives up to all said and more! Always looking for members on CW (15 or 20 Sends 73's to everyone.

ARBUCKLE, MERRITT E. 34-P P.O. Box 738, Port Lavaca Texas. 77979. Says ... grateful for opportunity to send best wishes to all former friends who are members SWP, most now retired. Wonders who 'coined' GOLDEN YEARS, anyway says it has a beautiful sound! Now 'anchored' in comfortable home on Gulf where CoC boasts having longest fishing pier in the world. Says this area of Texas has much to offer a retired person. Would enjoy hearing from old shipmates and associates.

ASHLEY, ARTHUR R. "ART" 351-PA Art reports moving to St. Petersburg, Fla. from McLean Virginia. Says FAA gave him a 'break' and Trd him as Mgr. Awy Facilities Sec. Hq. at Tampa. He and wife Marge bought home on Tanglewood Island which

is in Tampa Bay. Have salt water right in back yard. Has 18 ft in-board/outboard so enjoy weekends cruising. Also has nice dock and davits installed on his own sea wall ... pretty plush we'd say. Art W4EXS says he will help work on the 'pros' in the area to 'join up'.

ATKINS, GAEL E. 944V Gael whose first assignment was on the USS SEATTLE FBZ back in 1926 has been anchored in Livingston, Montana for many years. Contributed to the Office Equipt. fund but said he had to deduct it from his 'likker' allowance. Dammit! Incidentally the Equipt. funds will soon allow us to buy a new typewriter (we hope). Thanks to all you fine guys. Now back to Gael. Sez his 'get-up-n-go has got-up-n-gone. Imagine an old radio man turned gardner! Well he plants the seeds and watches the little bastards grow but now come winter he'll have to recommission 'Big Bertha' - his pet snow-thrower. It and 'agate jewelry polishing will take his time. Back to Big Bertha - the 200 pound 'monster' which 'ain't got' no differential on the drive wheels so he says wrassling it is like get'n a jackass around square corner. All for now. Sends list/address a number of good prospects who should be SWP'ers.

ATLEE, FRANKLIN 382-P (K4PI) We might say that Frank has been the Society's "anchor" man in Florida for a long time. He has been responsible for recruiting many members in the area. Frank sent out a questionnaire in late May to SWP members in Central and West Florida querying them on joining a Chapter. The response, he records, was very encouraging but unfortunately, he has been ill off and on through the summer and unable to do more about the formation of Chapter VII (Edison/Hurricane Chapter). Frank is a man of many contacts, having served as Sec. Treas. of the Florida Sun Chapter, MTC, etc. He also maintains his "Museum of Communications" which we understand is quite extensive. Frank has ask for volunteers to help him get the Edison Chapter 'on the road' so we hope action can be taken soon in the formation of this new chapter which we are sure all in Florida will enjoy.

EXPERIENCE - or - QRD SHORESIDE.

Sparks had made a momentous decision ... he had decided to quit the sea and go into business (He would open up a shop to sell radio and TV sets). He wanted to inform the skipper that he would be leaving the SS. SCRUBAND-WASHCLOTHES at the end of the trip.)

"What kind of business inquired the skipper?"

"A partnership, answered Sparks."

Are you putting up much capital asked the inquisitive skipper?

"No, I put in no capital. I put in the experience."

". . . and he puts in the capital, right?"

"Yes, He puts in the capital, I put in the experience. I figure that in a couple of years, I'll have the capital, and he'll have the experience."

A.W.A. MEETING

The Antique Wireless Association held their annual meeting this year at the Smithsonian Institution in Washn. D.C. on Sept. 22, 23 and 24th. We appreciated the invitation by AWA President Charles W. Brelsford -353V to participate. Many SWP members did attend and enjoyed the meeting. Area Representative, Ed Raser acted as

AWA - Continued

Spokesman for SWP and Charlie Maass at the invitation of AWA gave a resume of membership requirements, etc. to AWA members and guests. During the meeting, our Area Representative, Mr. Ed. Raser was presented the HOUCK AWARD for meritorious contributions to the preservation of Early Wireless History by AWA.

HONORARY MEMBERSHIP NO. 3 was presented to Mr. Lewis M. Clement for . . . "Achievements in the field of early day wireless and the outstanding contributions you have made to the art in later years."

The Society thanks Messrs. Brefford, Lincoln Cundall, Bruce Kelley and others of AWA for being invited to join and participate in their conference.

B

BAARSLAG, CMDR KARL H.W. USN/RET. 175-P

Karl and wife had planned to visit Europe this last summer to spend time with son (youngest) Eric - grad of S.F. Art Institute who is studying Flemish and Dutch art. Karl has quite a tour planned, however surgery cancelled them out and made it necessary to cut summer stay on the N. C. Coast and return to Tequesta, Fla. Home address there is 371 Riverside Dr. however send mail to PO Box 3316. Karl has given SWP permission to publish some of the material from his book (Pub. 1955) by Oxford Press . . . many thrilling and factual episodes of the sea and the part wireless played in marine disasters. Karl is perhaps one of the outstanding authorities of the "Titanic Story". Perhaps some day, if time permits he will write a detailed account and include many facts not made public before. Karl was recipient of the Marconi Memorial Gold Medal early this year.

BALDWIN, EDGAR "Ned" V. 201-SGP. Dateline New York 1950. Ned Baldwin installed the operating room for Mackay Radio in NYC. He later transferred to Buenos Aires as V.P. and Gen. Supt. for "VIA RADAI" and ITT subsidiary.

BARTTRO, ALFRED J. 429-V "Bart" sent a photo-static copy of an article by Roy Madden from the 1971 Year-Book which was reprinted as a Special Article in the Sunday Register Dec. 7 1971. Even though the report was 39 years old, it is still 'news'. Bart has attended most of our Reunions in the Southland and we thank him for the many pix he has so kindly furnished.

BAKER, JOSEPH W. 284-P Joe reports that he was issued a Certificate of Skill (COS) when issued back in 1911 or 1912, but during the year lost it. Asks if any way to confirm? Says the last "YEAR-BOOK" was a remarkable job. TU.

BARKER, CHARLES R. 269-SGP "Russ" was 'op' on the S.S. SEEANDBEE when she made her first test run for the builders May 28 1913. Capt. Hugh McAlpine was skipper of the new ship - one of the 'finest' Russ says. Some time back Russ sent us pix (taken by Edgar Perry) of Russ, who was op at WCX, Edw. C. Newton, Supt., Art. E. Jackson, Construction Supt. and Opr. and E.A. Nicholas Opr and later Supt. at Cleveland and VP RCA NY. (Later deceased over 10 years ago). We hope print in POC at an early date. Recalls early days TRT in New Orleans - Eddie (Zip) Jones, Bill Beaks, Paul Bowen, Alex Mowatt and Maurice Oneil to name a few. Hospitalized 9 times last year but gaining strength - says will furnish news of early days when has strength to do it.

BARNABEI, COL. ALLAN - 500V Barney retired from (as Director, Office Radio Frequency Management, Dept. of Commerce and after serving as consultant for over two years now retired completely. This ended nearly 45 years service for the U.S. Government. Reported passing of Wayne Mason 519-V last fall. He was member USDEL and worked on RTCM Secretariat. Says he enjoys life and spends much time with the "Grand children" - its a good life!

BARRITT, NELSON F. 831-V Nels retired after many years with the Marine Corps USN and later CAA (KC, Washn etc.) to San Diego. He is a very dedicated "CHARGER FOOTBALL" fan - attending ALL games at home and on the road. Loves sports activities as does wife Loraine. On Oct. 21st 1972 Nels became

the Director of the Society of AIRWAY PIONEERS, relieving Bill Breniman who had started the Society some 15 years ago. Membership is confined to those who have served the "FEDERAL AIRWAYS" - many members pioneering the facilities of the Air Mail, Lighthouse Service, Aeronautical Division, CAA and now FAA. Of interest to SWP is that the Ancient Mariner can now spend 100% time of SWP activities.

BARTLETT, DEXTER S. 145-P "Old Bart" has spent some Fifty plus years 'chasing electrons. Experience spans from assignment on Wind-jammers to building missiles at Boeing. Late years has been spent writing magazine articles and stories that relate to the early days of wireless and electronics. Recalls not too long ago when one could go into a book store and find all kinds of old books on wireless, including calls books etc. . . . but not any more! Bart says he must be living on 'borrowed time' because he went through his 6th operation and each one is supposed to take 5 years off one's life? Going on 78, well you figure it out. Says the "2-MILE WALK" is the best thing ever 'invented' for health! Took a flight to Anchorage last summer so he could look down on all the country and the inside passage he used to sail - not overlooking the many days at canneries etc.

It might be noted that "Bart" has completed a mss which we think will become very historic since it lists all the Wireless and Electronic "Firsts" including many pages of bibliography. Many months (in fact years) have gone into this project. It will be published in the coming issue of PORTS O' CALL...thanks to Bart.

BATES, GEORGE -591V George says he became acquainted with Ozone when he became op on the USS IDAHO/NHN back in 1926... that ozone has had a strange effect on him ever since. Says he would write in length but only one sheet of paper left that held over from the Truman Administration. He has had a bout of two with the ticker and taking it easy, never driving his camper over 75 MPH and avoids the small towns en route. George retired in a motile home near Salem Oregon - says he plays pool at the clubhouse with a blind chap but the fellow beats him regularly so he is about to give up. Wife reported somewhat ill in last report. George was Chief at KCJ the big overseas station operated by CAA some years ago up at Everett, Washn. Asks . . . "Did you ever wake up in the morning feeling at ease with the world, happy and care free only to look outside and see a foot of snow on the ground?" Says it sorta 'grabs you'. Many of our Northern and Midwest Friends wouldn't think much about it - but in Salem Oregon? Recently got his "IN and OUT" files mixed up and to make matters worse he left some chewing gum in one of them and now all letters and bills are stuck together. Otherwise - Pomsat



"—AND NOW, FROM THE SCENE OF THIS TRAGIC DISASTER, WE RETURN YOU TO THE STUDIO FOR A MESSAGE FROM OUR SPONSOR."

BAUMLIN, LEON H. 184PA - Interesting note from "Lee" some time back related an incident which proves that the computer age will never replace good personnel in handling emergencies with men trained exclusively to handle marine Trfc.

It happens very frequently, but on this occasion a British 'amateur' picked up a DISTRESS MESSAGE from a Kon-Ticki type craft who had sent out SOS in Lat. 52 S 88-W (about 660 miles from Coast of Chile in a bad storm). "PORTISHEADRADIO" GB passed copy to RCAC who in turn passed it on to WNY NEWYORKRADIO for action who in turn sent a FLASH to BALBOARADIO and VALPARISO PLAYA ANCHA via C and RCA. Amateur receiving call was G3KYT. WNY sent copy to NSS for Bdc on Navy "FOX SKED" to alert vessels in area of expedition raft. As result Chilean Navy sent a Frigate without delay to rescue crew of five. Fast action through coordination of many agencies resulted in rescue of crew. Emergencies of this type happen so often they are taken as matter of course for operators manning the facilities but many thousands of individuals can be thankful every year for the 'expertise' of these highly trained men.

BEALL, REAR ADM. IRL V. 399P We have a very interesting article on ships bells written by "Ivy" that we hope to run in coming POC, also article on the HALIFAX EXPLOSION. He was in Halifax Harbor at the time of the explosion and lived to tell about it. Irl would like to know is anyone has the address of "HERB ROOD" who was an Ensign on the NC4 when it flew the Atlantic? Irl lives in nearby Healdsburg and keeps busy with home improvements and other civic matters.

BEATER, GEORGE. 224-P George, whose QTH is Tucson Ariz. wish to correct the story in a recent bulletin about the grounding of WMCZ in Cape Cod Canal. Chief on trip mentioned was LEE CLIFFORD, deceased some ten years or more. George recalls Al SPENCER who was radioman on the SS EASTERN STATES of Great Lake fame many years ago. (Perhaps you can induce Al to join?)

BELL, JOSEPH W. 762-V - "Joe" says he had a wonderful trip up "KPH" way in mid-Sept Met. Ray Smith who showed him through the station, etc ...old homecoming day, says Joe. Incidentally Joe took some excellent photographs last year at the Mondavi Picnic - among some of the shots was one of Frank Geisel and Eb Cady - almost classed as a 'collector's item'. Joe recalls the FIRST FLIGHT of a Boeing 247 from Portland to Salt Lake. The plane, in trouble landed on the Salmon River emergency field over a hundred miles off course. Due to 'skip' Joe at KFO in Oakland was able to relay communication. Joe, having trouble with impaired eye-sight and hearing says that radio/wireless has been the "magic" in his life of late years. Joe enclosed copy of a Luncheon Menue from the Hotel Tivoli in Ancon C.Z. (1929). You should see what \$1.00 would buy in those days. Joe flew down in a "Tin Goose" for PANAM and returned on the M.V. City of S.F. RXBY/WMDW.

BERNSTEIN, BENJAMIN - 197V "Bernie" is located right on the waterfront in Brooklyn N.Y. where you can always get a cup of coffee at 302 Atlantic Ave at his "Electric" biz. Bernie has been responsible for many new members into SWP and we thank him for telling the fellows about the organization. Says Brooklyn is quite a port now and many of the fellows come by from their ships. Five of our members and perhaps more live in Brooklyn. Bernie's first ship was the SS KEEA TRADER in 1926 with IWT. He sailed on a dozen or more before moving shoreside. Thanks Bernie for the fine recruiting service.

BIELE, CAPT. CHARLES E. USNR (Ret). 768-P Charlie, who has retired from the Navy has corrected our course - at least as far as Navy nomenclature is concerned. We had been using some of their abbreviations (rank and retirement) pretty loosely. We thank Charlie for this fine information and will use it in the future. Example, we were using "R" for Retired. "R" in Navy parlance meanse "Reserve (Ready Reserve) and NOT RETIRED. Of course different service organizations have their own abbreviations. We do hope to follow organizational procedure/s in our records, rosters, address lists, etc. in respect of the wishes of those concerned, hence many thanks for the information which will be very helpful with our records. Charlie says that Eric Roberts 751-V K4RF

retired in N.Y. early 1971 and had a large home built on Litchfield Golf Club at Litchfield Beach, some 23 miles South. New tower quad, various antennas, etc. Charlie offers to take care of SWP matters along the "Grand Strand". TU OM.

BLACKMAN, JOHN 833-P John sent us a pix of the crew at NAA in 1925 which we will be publishing shortly in POC. In it are shown Commanding Officer Gunner McKay, Walsh, Fountain, Chief Burns, Holt, Wilcox, Robinson, Adler, Bartos, Webster, York, Little Miller, Van Deveer, John Blackman, "Big" Miller and McDougal. Also pix taken at NSS 1922 with Stone, Ed Adler and himself. Said Adler was at the time (1922) world champion code receiver (58 WPM with no visual aids - test given by RCA on Whitehall St. N.Y.) Also recalls Harold Burhop who was at NSS in 1921 (now deceased). John joined the Navy in 1919 and was assigned the USS UTAH NVE. Relates in 1921 or there-about that radiation from NSS burned down a barn about a mile from the transmitter. Tin roof had been grounded but it appears grounding wires became detached. Power had been upped from norm 250 Amps to about 500 Amps as Guam NPN (NPO Copy) experiencing bad receiving conditions. Many old timers of the world probably recall 'JB's' fist and sine from NAA/NSS. John left the Navy in '29 to Airlines, TWA, MCA, WAE etc. Later with WAGF for many years as their Radio Engineer. Ham call is W4LYJ.

BRADEN, MELVIN E. 750-V "Mel" another member who started in USN on USS IDAHO/NHN 1927 - NBA etc. Later went with CAA and for years was Chief at Dallas, Texas (21 years). Mel and wife now retired are "Airstreaming" around the country.

BRAUN, CARL E. 1025-SGP Not many men can have the 'shack' off one of their old ships in their back yard. Carl was Chief on the U.S.S. OREGON back in 1917. Much later when the ship was dismantled, Carl bought the shack and placed it intact on the back end of his lot for #2 wireless room. Carl's first ship was the USS BOSTON 1912 (NGC). In 1919 Carl shipped out on the SS NISHMAHA BUILT in Vancouver Wash and loaded flour at Portland and Astoria into a violent Pacific gale. We have a story from Carl we will bring in POC relating some 'hair-raising' experience when a low pressure cylinder cracked, jamming the 3000 HP engine stopping the ship immediately. SOS brought replies from the SS MAUI just clearing Honolulu, City of Topeka and others. Of interest to many who have worked aboard WMR (SS MAUI) is that she was dismantled in Portland and Carl obtained a lot of mementos from her - including the hand carved seal of the Territory of Hawaii, two hand-carved name plates from the Port & Starboard sides of the wheelhouse etc. Quite a lay-out up there at West Lynn. Carl's call is W7HRV.

JAMES JOSEPH BLANCHET 971-SGP. "Jim" is another radio-man who started his career in 1912 but Jim was Commercial on the SS YALE/WRY and he incidentally ALSO missed the SS ROSECRANS assignment by a hair. Jim was also with Alaska Packers at Nak Nek plus many since afterwards including the Palatial S.S. Celilo (1914/15) He is a Charter Member of the elite Celilo Club. Jim now anchored with W6BGU at Oakland, CA

VERNON P. BOURGE 1020-V Vern's introduction to Maritime life was aboard the SS, SUTORPCO KDHQ in 1929. The steward was allowed 29 c per day per man to feed the crew! Included in the "Package Deal" was a grounding in the Straits of Juan de Fuca... pulled off and proceeded to N.Y. (last trip of the Sutorpco !!! Vern stayed with ships till 1937 when he left the Monterey WHEX and went with the Airlines.

BRENIMAN, WILLIAM A. 1-P Ye Ancient Mariner recently had the honor of being presented the "AR-QUE AVIATION CREDEMDA AWARD" for the "contributions to progress of aviation". Nominator and sponsor - Col. Roger Q. Williams whose early day exploits in the field of Aviation earned him a place in Aviation's Hall of Fame. Citation included recognition for early day promotion of UHF/VHF Direction-finding equipment in the Federal Airway Service which now saves hundreds of lives yearly plus the FLIGHT ASSISTANCE SERVICE sponsored (Stations of the Federal Airway now called Flight Service Stations). This Service has helped many pilots when they ran into trouble aloft. "Bill" now (as always) very QRL on coming publications for Society and its members.

KNOWLEDGE

"We don't know one millionth of one percent about anything."

Thomas E. Edison

BRINCKMAN, FREDERICK E. 51-P "Brink" drydocked last year had a pretty tough time (six weeks intensive care etc) says feeling much improved. Says he likes Bixby Park much better than Peck Park in San Pedro. Brink says he is collecting "Earthquakes" like some people collect antiques. He has the 1906, 1928, 1933, 1958 and 1971 to his credit. Last one rolled him out of bed! Brink should be used to that however as some of steamships used to do the same.

BRODNAX, LTCL ALLAN D. USAF/RET 472-PA. Many letters from members say they miss his fine sending on the TRANSCON de WGHLD. "AL" put in a real faithful year last year but this year his wife has been quite ill. Glad however to see Al and wife Colette attend Chapter III reunion in Long Beach Oct. 20th. Said he wanted to go aboard the QUEEN MARY to see what the ship looked like - he made a trip on her when she was a Transport. Said it took longer to load and unload her than it did to make the 'crossing'. (Thanks to Al and wife for help in collating the first part of this Newsletter - sure a big help !)

BRATTLAND, ARMOND D. 139-P Last note from "Arm" in June reports they are all set for annual migration to Bemidji, Minn., and will be looking for a QSO with the gang EXCEPT when fishing interferes ! We suspect Arm and Gladys are or will be home in Long Beach by now.

BROWN, DAVID L. 647-P (DECEASED) We sincerely regret to report that "Dave" one of our finest supporters died while undergoing an operation at Duke Hospital N. C. for a Cardiac Pace-maker installation. Dave was one of the amateurs that used to tell "QRT" when he came on the air circa using call DLB. Later, during WW-1 Dave served with distinction in France with the USN, also Naval Intelligence in Berlin and with Adm. Wm F. Halsey. He enjoyed all communications but one of his hobbies was "LIGHTHOUSES" on which he was quite an authority. We have an article that Dave wrote on the subject (well illustrated) which is scheduled to appear in next POC. I am sure all will enjoy it. Dave was also quite an artist - water color paintings and subject he liked best was of course . . . lighthouses. Date of Dave's passing was April 10 1972. (#1912)

BROWN, NORMAN E. 675-PA Dateline ...in the shack at Fresno - Norm sez that SWP provides a 'constant "open-hatch" to the past... and he can almost smell land effect after a long cruise...also . . . helps the morale. Quote: "When I look into the mirror and see my ascending brow caused by receding forehead with ops in their 60's and 70's going back to pounding brass, it makes me want to bite my tongue when I start 'feeling' my mere 48 years". Norm says he would sure like large copy of that old 'rustbucket' we use on application forms making rough headway at about 20 degree list to starboard... it tells a story, thats for sure. Perhaps we'll run across our original someday Norm and send it to you.

BROWN, RICHARD K. 621-V Requested copy of last NL for friend Bert Ayers who publishes SGT for Ray Meyers - Brownie who is anchored in Gardena, CA. says regrets he can't make the L.B. Reunion - hopes to make it next time. Sends 73's to all his old friends.

BROOMAN, JOHN P. 268-P Jack reports frequent get-togethers for members of Chapter XVI in Victoria. Reported that he is still doing volunteer work for the Maritime Museum. Last winter, one of his 'projects' was the building of all armament for the light cruiser "Rainbow". Reports all goes well and sends 73 to all old friends.

BOYLES, HUBERT D. 59-P Hubert (Sparks) reports on the nets, especially the Transcon. He is SRI that Al WGHLD had to give up as he does such a fine job. Checks in on the Eastern net with W2GW but says QRM makes it bad. Sparks sent up clipping from the Chicago Sun Times w/pix of the ore carrier SS STEWART J. CORT 1000' long and the largest on the lakes. It is electronically controlled

with all hatches opening automatically by merely pressing a button... says this is some difference than when he sailed the lakes 1925 to 1931. Says still in CTC w/ Inez Burhop YXL of Harold now deceased - one of the old timers on the lakes. She lives in Dafer, Mich. 49724 Reports frequent contact w/Clyde Roberson W9EGR and Mike Goulart W0AH. Says his old 'Studebaker' still takes him there and brings him back. Hubert drydocked for ticker trouble last year and case diabetes but is gradually getting back to normal. Send 'Best' to all.

BURHOP, HAROLD J. 99-P (Deceased) "Hal" was one of the very fine gentlemen of the wireless. He started his career as an operator in 1916 when he was assigned the Great Lakes ship, S. S. Octorara/WCD. Myron Piersol 544-SGP notes that in 1915 he installed a Kilbourne Clark Quenched gap on the Goodrich Freighter Nevada at Manitowoc, Wisc. sailing on her as Op to close of navigation 1915. The next year Hal took her out. After much "Lakes" experience he joined the USN and from 1921/3 was assigned NAA/NSS Later he joined the AIR MAIL service of the P.O. Dept. (CAA to FAA) and retired after some 41 years of CAA experience. Among others, Ye Ed, in charge of the CAA Communications Division, Region III Chicago had Harold as Chief of his Mobile Section for some 4 years. He knew Hal as a true friend and a person of great integrity and intelligence. After retirement, Hal and wife Inez bought an Airstream Trailer. Two years ago Hal reported he had pulled his Airstream 175,000 miles covering most of the USA, Canada and Mexico plus two trips to Guatemala and one through El Salvadore, Honduras, Nicaragua, Costa Rica and Panama to the Canal. One of the high-lights of last trip was a train ride on the Chihuahua & Pacific R.R. through extremely rugged mountains of the Sierra Madre Occidentals. It crossed 59 bridges and through 86 tunnels crossing lands of the 'Tarahumara' Indians. Final note: Hal died July 2 1971 in Rochester, Minn. from cancer. Stark Totman with whom Hal worked many years was one of the pall-bearers at his funeral.

BUTLER, ELMER C. 46-P Elmer has been President of the AIR MAIL PIONEERS during the past year and very busy with their activities which culminated with their elections meeting in Oct. held at Disneyland Hotel. During the summer, Elmer took an extended trip East and South, however he did 'show' for the SWP Picnic at Armstrong Woods. Also came by to tell us 'Hello' at the Bixby Park Reunion in Oct. It may be recalled that Elmer was Chief at "KSF" with HQ in the San Francisco Airport Building ... rated as perhaps the most outstanding Hi-Power men in the CAA Service. Later, he was commissioned by the Government of Thailand as Director of Communications in their Aviation Services. Elmer's first assignment was the SS Peru - WWJ in 1918.

BURR, ARTHUR M. 809-P Art called our attention to an article in the magazine 'YANKEE' about the Lightship Nantucket which used wire less back in 1905 in sending a call for help. Additional information, he furnished, was in a book 'KEEPERS OF THE LIGHTS' by Hans Christian Adamson. At the time the lights were manned by civilians working for the US Lighthouse Service. The Coast Guard took over in 1939 per Art whose QTH is Fairfax, Virginia. W40L.

BUTTERWORTH, WALTER J. 249P - Walt reports that they have sold their home in Baintree, Mass. and they will be moving to new home at 207 North Vincent St., Crystal Beach, Fla. 33523 (near Clearwater on the Gulf). Incidentally address mail to P.O. BOX 393. Says glad to get away from shovelling snow. Ed. Note. Walt has induced many qualified members to join the Society... so Thank you Walt. We hope you will find Crystal Beach a fine anchoring spot.

BYERS, HARRISON OVRILLE 824P - "HO" says in a note to SWP... I must tell you of a rare service SWP performed for me. In 1920, I was sailing as Chf. R/O on the SS Gen. G. W. Goethals/KMZ with "Dick" Wolf 2nd R/O. He quit and went to Germany to Engr. School, having emigrated from Chezecko-Slavokia. This was circa 1920 and I lost track of him. Last month, I got a card from 'Richard Wolf, Pioneer No. 536-P now in Patterson, N.J. WOW ! WONDERFUL !! Good old SWP ! Lots of water under the keel since then.

Reports weekly skeds with K6TK, Quido M. Skultsie 965P reported stomach ulcers (malignant) undergoing cobant.

"HO" Spent 17 years in the Police Radio System (CW) said ACCURACY was at a PREMIUM as an error might put the wrong man in jail ! Most nets ran 30-40 WPM. At KGPZ (later KAA73) they handled an average of 50 "POLICEGRAMS" per 8-hour shift - 50 to 200 word count also much relaying to other nets. "HO"'s first ship was the USS WEST COMAS NASN/KNAE 1918. Aska about Mike Goulart ? Still going strong HO. Call him on W0AH. HO says heart may stop suddenly (Fibrillation) as it has done before. He has 2 minutes to secure help or it may be SK... "However, I don't worry any more. I have had a lot of fun out of life". Last Cardiac arrent was in April or May. Recorded his 30th Wedding Anniversary in June. Congrats !

BYRNE, LESLIE F. BYRNE - 227-SGP Regret to report Les has had much trouble during the past year with much illness, wife and self. He finally had to give up his home and sell it. Les started as an operator in 1907. He was with A.Y.Tuel at the 'beach station' in the very early days. Les is one of the real old timers who has been plagued with illness - both wife and himself. Maintaining his wife in a sanitarium has taken its toll. Les has come to SWP meetings when possible. Lets all root for this real old timer. The last few years have been 'rough'.



CADY, EBEN K. 54-P Prexy Eb and wife Helen have enjoyed a visit from relatives across the seas . . . Scotland to be exact. They took their overseas relates on a 'safari' to see some of our Western Country including Grand Canyon, Arizona, Mexico, etc. A real fine trip. They say their Scotch relations were much impressed ! Eb on occasion has motored to Santa Rosa for consultation and help to The Ancient Mariner on matters pertaining to SWP interests.

CAREY, FRANK J. 913-P "Tex" is the new Chapter Director (President) of the "SOUTHERN CROSS" unit of SWP with HQ in Sydney. Early assignment included Bribie Island VKB & VQB in 1919. We would say that the 'fist' of Tex both in Marine days and over VK2AMI is known around the world. Not many of our members have been honored by their home town in the manner accorded Frank Carey, ie: with a Plaque bearing his name, as an "EARLY WIRELESS PIONEER" placed in the vestibule of the city hall of the city of his birth at Toowoomba Queensland. Tex has served on many Australian ships and coastal stations plus a few Pacific Island Assignments. Tex has also written many articles on experiences which have found their way into many publications. We hope to bring some of Tex's experiences in early issues of POC.

CALDWELL, JIM 10-P Charter Member Jim Caldwell is the Society's Arizona Pacific S.W. Area Director. Report drydocking with flu for couple months last Spring. Visit to DCA and visit to Army MARS HQ station at the Pentagon and visit with son and NYL. Sat in as NCS for half hour found it very interesting. Navy MARS on other side of wall so visited with them also. Wonders if any know where following 'old timers' of the West Coast are ? Johnny Flagg, 'One Arm' Kelley, Cheeseborough, Galena Charlie Soderstrom, Arthur H. Dahms and Don Goodger ? We reported Don Goodger's passing some time back. Jim recalls receiving an SOS from Fred Selim in 1922 when in the Mediterranean QRD Consple on the West Gotomska/WET. Fred was in the Black Sea on a 'Hog Islander'. Fred's ship went down in about 15 minutes (cause unknown). Jim's first ship was the SS President/WGP-1920. Ham call is W7TCQ.

CARR, CHARLES J. SR. 188-P "Jeff" served as Chief on the SS AEOLUS when she left the Munson Line Service between NY-BA and came around to the West Coast to become the SS CITY OF LOS ANGELES. We learned more of the history of this fine old ship from Jeff at the Bixby Park reunion. Since so many have served aboard "KOZC" we are hopeful he will fill us in on the history of the ship which became the City of L.A. back in 1922. Ye Ed served aboard the L.A. when she made her first cruise trip around South America. Cdr. Vern M. Taschner 501P also made t'is trip along with Monroe G. Sommers, since deceased after years with TWA.

CARTER, RICHARD D. 593-PA "Dick" reported earlier in the year that he was still going to sea as Chief R/O in merchant marine QRD Viet Nam. Said that unfortunately his "Life membership Certificate" had been destroyed in a fire and ask for a new one which has been 'duped'. Dick was aboard the SS U.S. DEFENDER when she was hit by mortar fire at Da Nang 11-18-1968. (15 men lost at the time).

CHAMBERLIN, JOE S. 687-SGP Joe's first assignment was aboard the SS Queen when her call was "GX". Later it became WQX, then WGX. That was back in 1912. Joe's eye-sight is giving him a rough time but he complains little. Joe said that he had longed to hear those ---GOLDEN NOTES FROM KPH! Well RJ before he passed on mentioned it to Thorn Mayes who made up an extra tape of KPH transmissions and sent it to Joe. Joe recalls that R.Y. Cadmus was in charge of the Philadelphia School of Wireless Telegraphy back in WW-1 days (Navy had taken it over). Joe said each afternoon he would escort six or eight new ops up and turn them over the Mr. Cadmus. Joe relates that in 1920 (Dec. 20th) they tried to help another USSB ship off the Southern Coast of England. She was disabled (SS WEST IMBODEN) and in danger of being blown onto rocks off Land's End. They expected to take her in tow but it didn't work out that way: The line they threw over the side fouled Joe's ships propeller so they were also out of commission. Tugs brought both ships into Falmouth. Anchored in the Harbor, deep-sea divers working from a raft tied to the stern whittled the hemp off the propeller and shaft in two days. Joe sent us his log off the SS Chester Sun during a convoy from Gibraltar for Marcus Hook. It is extremely interesting and we will publish as soon as possible. TU Joe for Envelope from the Alpine Hotel, 480 Pine St. S. F. It does indeed bring back memories.

CARROLL, ROBERT W. 825-PA We regret to report the passing of Bob's NYL this last summer. This terminal illness has kept Bob tied up for some time. Officers and members of SWP send condolences to Bob for the loss of his wife.

CHAPELLE, ARTHUR B. 407-V Report from Arts NYL Marjorie in April informed us that good member Art is almost completely disabled due to a progressive nerve disorder in spine to the brain. His vision has not been affected and he is able to read so it is suggested that old friends drop Art a line as it will surely help pass the time and wife says he likes to keep contact with his old shipmates. Address is South 1209 Walnut St., Spokane, Washn. 99204. If you knew Art - drop him a line.

CHRISTEN, TIM J. 14-TA Tim is very interested in antique equipment, especially items relating to McCARTY WIRELESS TELEPHONE CO of which he has a few on hand. He would like to buy wireless artifacts. Address is 2208 Bettina Ave., Belmont, CA. 94002. He is also interested in UWT, Marconi and amateur apparatus up to 1920. These will not be used commercially but will be made available to schools or those interested in early equipment. Eventually he hopes to house them in a museum

CLARK, VICTOR C. (NON-MEMBER) "Vic" Clark is Director Electronic Eng. Lab. for U.S.C.G. Washington Radio Station. Address: 7323 Telegraph Road, Alexandria, VA. 22310. Vic wishes SWP the 'very best'. Vic is also Director Roanoke Div. ARRL 12927 Popes Head Road, Clifton, VA. 22024. SRI not eligible for membership as Vic has many friends among our members.

CLARK, G. WARREN 219-P "WC" Mgr MRT Mackay Honolulu dropped us a line in appreciation for our last publication. Some time ago we ask Warren if he knew an 'old side kick' George Spare who worked for years on the President McKinley, then to Honolulu High Power for RCA. Warren said yes they had lived a couple blocks away and had helped him with his bldg and transformer for his ham rig. George died some years back. Congrats and 73s to all. (Warren retired in 1963)

Now that the Holidays are over, we are worried again about the rat race. Frankly, I can't figure out whether I'm slowing down.. or if they're bringing in faster rats !!!

MIF

WHOSE NERVOUS ?

Sparks was at the marine hospital where the medic was examining him. "Your nerves are bad, I wouldn't be surprised if you drink seven or eight cups of coffee a day".

"Actually much more", confided Sparks. "I spill that many".

CLARK, WILLIAM A. 298-P "Bill" Director of the Golden Gate Chapter, elected to the Post at the Cotati Meeting took over from Al Holgerson. Bill served as Sec. Treas. last year and made most of the arrangements for the very fine Luncheon Cruise held at the Villa Chartier in Feb. of this year ... one of the best yet. Arrangements are in the mill to duplicate the meeting with scheduled date of Feb. 3rd 1973. Golden Gate Chapter members thank Bill and his wife for their fine efforts. Bill is an old 'Navy' man - having spent much time at NPO, NPM and NPG plus any number of battle-wagons including the USS FLORIDA/NFR in 1923 also aboard the 'Flag' on Yangtze Patrol for 5 plus years where he handled much press on NEGI.

CLEMENS, CHARLES W. JR. 666-PA Charlie was at 'WAR' with US Signal Corps when he was assigned to an assignment at the White House and there for two years traveled with Presidents Roosevelt and Truman. A very unique experience. We plan to bring Charlie's 'story' in coming issues of POC. Other experience includes considerable time in the Canal Zone where he was Resident Engineer, Panama Canal, AFRS & WVL. Charlie's QTH, Tustin, CA. Ham call K6QD.

CLEMENT, LEWIS M. 153-SGP Of the men in 'Early day Wireless' one might classify our good member Lewis as one of the few we can say is a 'living legend in our time'. He took his first assignment on the SS SPOKANE/"GE" (WGE) back in 1911. He was aboard when she hit a rock in Seymour Narrows. He helped engineer and install the LA. Avalon telephone toll circuit in 1920, helped build and installed the Xmtr on the SS LEVIATHAN (6KW tube job) took trip with Messrs Pickerill, Chief, Dave Sarnoff etc. First 'ticket' was the Certificate of Proficiency issued 1912 at Bremerton Navy Yard. Lewis has enjoyed a very busy 'jam-packed' life which probably led to a 'near' heart attack this last summer. Fortunately, grand-daughter Lt. Elaina Patch, USN, Nurse from Oakland recognized Lewis symptoms and got him in the Doylestown Hospital BEFORE the heart attack took place. This was on Aug. 1st. He remained there for 17 days. Meanwhile, the family moved Lew from home had sold in Doylestown to new QTH in POMPANO BEACH FLA (72 Palm Club - Zip 33062 Tph: 305 946-7314). Lew was able to attend the A.W.A. meeting in Washington where he was "Guest of Honor". In addition Lew received the further distinguishing honor of his nomination and selection as the SWP "HONORARY MEMBER" No. Three. Lew says he will miss K3AA and now wondering about "K4??". I am sure all members join in wishing Lew FULL RECOVERY and a long life of health and happiness in his new Florida haven.

CLOSS, ROY E. 801-P Roy mailed us a pix of the ham rig aboard W8CSO/8/9 SS VIKING. Says he has his net is on. The Viking owned by the Ann Arbor RR Co. is the only RR carferry equipped with bow thruster and flume stabilizing system. She carries freight cars, autos and pgrs between Frankfort and Manitowoc and Kawaunee Wisc. Many thanks to Roy for some issues of the Wireless Age (1929) RCA News, also call books. Thanks Roy - we can sure use this type material.

COBURN, ERIC D. 704-P We had heard of the "Cocoa nut Telegraph System" of the South Seas, but until this year we had never heard about "ONION WIRELESS". "EC" wrote the story some time back and sent it to Reader's Digest but they rejected it. It does have a 'strong' story and one of these days we'll likely 'spring it on you' when you least suspect it. Recalls Benny Wolf while at Kingsville and has a pix of the RID training group taken in Oct. 1940 which we'll also try to publish soon. Eric says he hasn't been to sea since signing off the SS TROJAN/KKSQ on the Far East shuttle run in Manila in Jan. 1970. Sends 73 to all.

COMPTON, HUGH 27-P

Hugh lists his 'handle' as "Suds", however we will address him as 'Hugh' to stay on the dignified side. We received a Xerox of "TERMS & CONDITIONS OF SERVICE OF WIRELESS OPERATORS" issued by Marconi Wireless Telegraph Co. of America as adopted Jan. 1 1914:

Initial Salary	30.00 w/board/Qtrs.
After 1 year's service	32.50 do.
1½ " "	35.00 do.
2 " "	37.50 do.
2½ " "	40.00 do.

(Thereafter scale shows \$5 per month for each year of longevity till 6½ years top scale \$60.00. COASTAL STATIONS: Start @ \$60.00 per month w/annual increase \$5 per mo. to max \$90.00 per mo. HIGH POWER: Initial salary \$90 with annual increases \$5 mo. to \$120 HOWEVER if Company board and hotels used - \$35.00 deducted. Hugh says he would like Phone No. be listed: ie 206/762-3472 (please note). HUGH would like Photographs of Standard Oil's COL. E.L. DRAKE and the CAPT. A.F. LUCAS, camera size shots. If you have pix of these ships Hugh would like to buy or have prints made. His address: 205 S.W. 102nd St. Seattle, Washn. 98146.

COLBY, PAUL TA-6

Paul is Chief Operator and Director of the FAA Net. He has cooperated very nicely with SWP and responsible for several new members so thanks Paul. Pauls call-W4JVA and he lives at 16 Camelia Drive, Ormond Beach, Fla.

COMSTOCK, GEORGE I. 154-P George says the Year Book was a 'masterpiece'... keep up the good work - best of 73's to all the gang. This coming from W7CJ way out there in Idaho. (You can't even smell 'salt water' that far from the Ocean Geo.)

CONRADT-EBERLIN, CAPT. VIGGO 262-P "Eby" now listed as Sec. Treas. of the JACK BINNS Chapter (V) has been doing a lot of 'legwork' and yeoman duty for the Society in the Pacific Northwest. We sincerely appreciate his interest and help. Not only does he join in Chapter V activities but also a regular visitor to Canadian Chapters VI and XVI meetings - helping to build close relations between all. Eby reports an enjoyable trip to "Long Beach" area of Western Vancouver Island with stay at Wickaminish Inn where he and wife had a great time. No radio, TV or Newspapers to clutter ones mind with trivia. 'Beach-Combing' was great. Our interest was... in addition to the shells etc we found on the beach we even picked up an old radio tube washed in the Pacific - probably floated up from some wrecked ship. It was sorta barnaclized and needed cleaning to be able to test but found it still working. Eby said he particularly enjoyed the SWP Picnic of



BUT SIR, I WASN'T FACETIOUS WHEN I SAID HIS SIGNALS ARE "DOWN IN THE MUD"—I DIDN'T KNOW THAT SHIP WAS STUCK ON THE BOTTOM.



THE WIRELESS PIONEER



Folkman • WBAF

Canadian Chapter VI at Langley B. C. on the farm of Zenith L. Wenstern 936-P where he said Mrs Wenkstern dished up some of the most enjoyable chow and every body had a pleasant afternoon and glow. Bill Fitness topped out the day for them - a real pleasant day in the company of Wireless Pioneers. Eby, in addition to his electronic proclivities is a 'green-thumber' at heart. His 8 plants of tomatoes have produced over 200 fruit and says his basement radio shack looks like a tomato cold storage locker. May double production next year but storage space is a problem. Eby said that a couple months ago while combing the airwaves on 80 meter band he bumped into a ham up in Sidney B. C. on the Island of Vancouver and just to prove it is a small world - in their conversation via CW (of course) we both found out we had something in common. Both were SWP members. So says Eby . . . "if anyone should ever question the wisdom of the Society as a meeting grounds of old timers tell them from # 262-P. he doesn't know what he's missing !" Thanks Eby.

Since Ye Ed's master oscillator has become unstable, he will throw the following little gem in without charge:

Doc giving Sparks a physical in dry-dock. "The best thing for you to do," said Doc, "is to give up drinking, smoking, stay away from women and go to bed early every night." "I don't deserve the best Doc" answer ed Sparks . . . "What's next best ?"

COOK, ALBERT C. 707-V Here is another case of an operator turned 'trailer-ite'. Of course you might expect that from a man who had 'twisted-pair' experience earlier in his career such as Wire Chief for WU or Dispatching for the Santa Fe down around Fresno, Calif. Of course his assignment on the USS INDIANAPOLIS/NABD, USS HOUSTON Shoreside at NAM. Later Al put in many years with the CAA till retirement in 1970 - then all over the West Mexico etc in his Airstream. Now the Cooks have a mobile home site in "Tucson Estates which is 6 miles West of TUS city limits on Ajo Way 12 miles from down town Tucson. It is on a side road going to the Sonora Desert Museum on Kinney Rd. Al says he hopes to attend the next reunion of the Arizona Chapter. Sends 73 to all old friends. New QTH is 5549 West Tumbling "F" St., Tucson, Ariz. 85715.

COOKSON, HOWARD 140-SGP Howard or 'Cookie' is our good solid anchor man for our East Coast Net... always on the job at W2GW and always coming with some fine suggestions for net improvement. Howard likes the idea of frequent bulletins (and we do too) however we find it somewhat of a struggle to provide interesting news every week due to heavy workload on other necessary yeoman duties that have to be taken care of. Cookie says Santa Rosa 'spoiled' him. Everything fine except the WEATHER ! Either raining or snowing or both. Says he misses that beautiful fist of Al on W6HLD. Perhaps our many members would dig up some interesting short facts about wireless/radio/electronics or ships that would be of net interest ? Why not send them in MARKED FOR SWP NET. Cookie has worked up some material and used it the past summer - keep the net in operation all summer - says there is always a 'faithful' group that check in. FB Cookie. By the way Howard's first ship was the SS CUZCO back in 1912. Howard has known most of the 'great' and 'near-great' over the last sixty years ! Keep up the good work for SWP OM es TU.

COURCHENE, HOMER B. 182-P Homer ask us if we knew the QTH of A.E. Jackson who used to be Office Mgr in New Orleans for IWT, 1919-20. If so why not send it along to Homer or via HQ. TU. Homer also suggests that a Sked of H.F. PX and WX Bdc. of U.S. Coastal or other stations would be enjoyed by many members who like to copy them on C.W. Homer sent a pix of the wireless room aboard the USS MISSOURI, circa 1920. Member Tom Dancy was second op on the "Mo" at the time. Homer's first assignment was on the SS. Admiral Wainwright/WSF 1919. From 1923/4 he was Instructor at the Chicago Telegraph Institute operated by D. J. Dunlop then for 40 years was Chief Xmtr Eng. at Station WLS, Chicago. Homer now W9DQ/4 QTH, Lakeland Florida.

COPLAND, COL. HARRY D. USAF/RET. 893-SGP We received many nice compliments on his "Spark's Sunrise" in NL-1... a real gem ! Harry says that while it may not be "policy" to publish controversial subjects, he thinks articles such as the one we printed NL-1 should be of interest to all who go to sea for a living or have ever been connected with it. He feels it adds 'zing' to our publications. Harry received \$25 per month working for Signore Marconi. Nowadays some Ops receive one hundred times that amount -- and says Harry . . . the Viet Congs have no subs ! Harry says our Newsletter are 'pure entertainment' to we old funds who once went to sea -- and to entertain today is something. Thanks Harry. Harry's first ship was the SS I.D. FLETCHER/KFI in 1914. Since then he has had a very distinguished career - much of it in aviation (President of Early Birds of Aviation - those who flew before 1916!) This was many years back. Since then a 'wheel' in FAA Aviation. In 1915/16 Harry was 'loaned' by the American Marconi Co to English Marconi to serve on blockade runners between U.S. Ports and France and England. He was on the SS Sagamore when she was torpedoed off Ireland. Harry encloses 'The OLD "DF" STORY' - one of his favorites. Space does not permit its publishing here but hope to bring it in POC. A shorter favorite (poem) of his is printed below. We hope you enjoy it.

A PRAYER

"Lord, Thou knowest that I am growing older.
 "Keep me from becoming talkative and possessed with the idea that I must express myself on every subject.
 "Release me from the craving to straighten out everyone's affairs.
 "Keep my mind free from the recital of endless detail. Give me wings to get to the point.
 "Seal my lips when I am inclined to tell of my aches and pains. They are increasing with the years and my love to speak of them grows sweeter as time goes by.
 "Teach me the glorious lesson that occasionally I may be wrong. Make me thoughtful but not nosy -- helpful but not bossy. With my vast store of wisdom and experience it does seem a pity not to use it all. But Thou knowest, Lord, that I want a few friends to the end."

- - - Unknown.



CORPE, G. S. 29-SGP

"Ole Sam" WGLM SRI not to make Bixby Reunion but on trip North at the time. Of considerable interest to the organization is an exchange of correspondence with Michelangelo C. Michaelson of Minneapolis who started a namesake organization in 1934. We would be very interested in knowing how long it existed and any details that any old timers who may have joined can furnish? It appears that by 1937 Mr. Michaelson had given up the Society and gone to work for the Police Dept. of the City of Minneapolis. We have received two or three bits of memorabilia of the SWP, including a membership card from one of our members in Britain. It is of course quite a coincidence that an organization with the EXACT NAME should start some 35 years later or that we should use the exact same name having never heard of it before. Like today's version of SWP, the early day SWP was ...of, by and for the Pioneer. Likewise it was 'worldwide'. Any member know Mr. Michaelson? If so, we would like his address so that we might contact him and perhaps make him a member of the up-dated SWP. We did note that one of the requirements for membership in 1934 was 20 years of service which would restrict those eligible to having been 'brass-pounders' prior to 1915. On this basis, the potential for membership would have been quite small. Interesting stuff...

Another interesting FACT "Ole Sam" sets us straight on. When we talk about "NPG" most of us think of Mare Island - San Francisco. Well, 'Ole Sam' said he used to work NPG up around Table Bluff. We always associated "NPM" in this area but the Ops going up and down the coast in 1911-12 and 13 didn't work NPG at Mare Island. The Mare Island call THEN was "NPH". The source of this to confirm Sams remarks is the U.S. Gov't. Call Book, 1910. Some other calls which might be of interest (worked up by good member Capt. John E. Waters. USNR/RET - W6EC and taken from this same list of calls, are the following:

NPG Table Bluff, Also North Post, Trinidad.
NPH Mare Island
NPJ Yerba Buena Island (Goat Island)
G2 Los Angeles
A2 Avalon
PJ Boyle Heights, Los Angeles.
DJ San Pedro
PX Los Angeles Examiner. (In 1912 this was changed to PJ also.

Marconi Pub. Co. Call Book 1915 lists the following:

NPG Yerba Buena Island
NPH Mare Island
KPJ San Pedro
DOC CALL BOOK 1919 lists the following:
NPG Yerba Buena Island, San Francisco, Mare Island (all three with same call)
NPH Vladivostok, Sieberia.

Among some of the papers that Ye Ancient Mariner brought off the Ark when we landed was one on blue stock in which G.S. Corpe (formal then) said that for two bux he would send you the following: 1 Bdc Mag of the 20's - full of historical (hysterical?) advertising; Half Doz photos of Early day Wireless of His torical Interest -- Fascinating History; One Radio Company Stock Certificate of the 1920's plus one shee from Marconi Wireless Telegraph Co. Log Book as used by we Marconi Wireless Operators in 1912. We suspect same has sold out so long ago he even forgets the sheet? That was a bargain. . . and to make it even better, if you weren't satisfied, Ole Sam would 'inst antly' refund your money!

In all sincerity, Ole Sam has done the Society a lot of good, over the air, via twisted pair, via Pony Express etc. Many thanks to old of the real OLD TIMERS!

CRAIG, HAROLD F. 308-P

"Hal" was the first Director of Chapter III and as with any fledgling organization, spent a lot of time and effort to make it successful. I am sure all members of the Dr. Lee de Forest Chapter thank Hal Very Much for his dedication and effort. Regrettably Hal was unable to make the Long Beach meeting on Oct. 20th due to serious condition of his wife who was in the San Clemente General Hospital due to heart condition. Understood a Conorary Pacer has been installed and we all hope XYL Maryetta is well on the way to recovery. Some time ago Hal received a book of sea-going poems by Charles G. Short. These have been published by the Society for Seamen's Children whose

address is 26 Bay St., Staten Island, N.Y. 10301. We found out through Vernon Daniels, their Exec. Director who contacted Mr. Morris H. Strichartz, Port Agent for ARA, N.Y. that Mr. Short was reported to be living in Japan. We feel the cause is a good one. We also would like to obtain permission from Mr. Short to reprint some of his salty poetry, especially those relating to Sparks in POC. Anyone know his address? Quite some time ago Hal had the opportunity of visiting Miss Beverly Churchill the daughter of Thomas Churchill who used to sail on the Pacific Mail Liner Manchuria/WWN back in 1915/16. Tom was quite a gifted writer and Hal had hoped that we might obtain some of his letters or articles for publication in SWP releases. Hopefully, we may be able to follow up on this old timers who has now been deceased for many years.

CRONAN, PHILIP G. 622-SGP

Its been quite a while since we heard from "Pat" Cronan, one of the real old timers who sailed on the USS ARITHUSA (BL) back in 1907. He went around the world on Bob Evan's Great White Fleet. He was Director of Harvard Radio School in WW1 and he installed the first U.S. Wireless Station at the American Legation Peking, China in March 1914. Last report we had, Pat was reporting to the Oak Knoll Naval Hospital in Oakland for a new "Pacemaker". We hope all is "Going Well Old Timer.

D

DALE, ROBERT E. 497-SGP. Brother "Bob" reported some

travel last year including trip to Calif. to visit daughters family, then San Juan and Virgin Islands where they took off from St. Thomas in a 46' 'sea-going' houseboat. Bob says he would like to see a Chapter in 'his end of the woods' which is Port Pierce, Fla. Age of 83 plus doesn't seem to slow Bob down too much. This Spark-gapper was on the SS CHALMETTE (KC) back in 1911. Before that he was with the 'Twisted-Pair' Syndrome, working for S.P. RR at such exotic spots as Oil Junction, Bakersfield & Sacto Calif. Incidentally Bob was assigned to shore side station UWT 1912 in the Grunwald Hotel in New Orleans. Reported wife Mary in drydock last year for serious operation up Virginia way. We hope all Okay now and our best to you Old Timer. Perhaps you can get things moving down there with an 'assist' to Brother Atlee to get the Edison Chapter underway.

DANCEY, THOMAS B. P-493. Tom was our former V.P.(P&R)

and did a wonderful job for SWP until until malfunctioning 'ticker' put him in dry dock for difficult open heart surgery at St. Lukes Hsp in Houston by Dr. Denton Cooley. After a good start on the recovery trail Tom came down with Serum Hepatitis a foul blow which gave him a miserable time for a long period. Reported not long ago that "return to full health has been no less than spectacular". Says now at 70? he feels more fit than at 49! Lets all wish Tom continued improvement. Reports selling their Green Valley home and moving to a home near Tucson in the Catalina Foothills.(2586 E. Avenida de Maria, Tucson Az. 85718). Tom says during drydocking he had much time for introspection and came to the conclusion that his 'brass-pounding' years 1920-28 were the ones he looks back on with greatest pleasure and day dreaming. Always good to be even a small part of a 'beginning' that that is just what it was. Almost every one who went into "WIRELESS" had a strong spirit of adventure and we were all tied together by a common bond of interest that is not too easily found in these times. What could have been more earth shaking than keying a flashing and ozone smelling 60 cy Rock Crusher while passengers peeked in the wireless shack door - gazing in awe? Always hoping, of course, to duly impress any such gazing YL's. Says the 'smell of ozone' always stays with old Sparks - not even new plumbing changes that! Recalls being shipmates with Homer Courchene in 1920 on the SS Missouri WFX between NUR (Chicago & NUD (Mackinac Island) One RT per week. WFX had a 1/2 KW 120 cy Quenched gap spark. On the air she sounded just like the old gray mare trotting down the road, breaking wind with each step. Mixed with QRN it was something to read...! Sends 73 from his 'land-locked' hacienda to all SWP'ers. Tom enclosed clipping from Detroit Free Press of the new 1,000 ft. freighter, SS STEWART J. CORT W/105BEAM, carrying 52,000 tons iron ore from Erie Pa to Superior for U.S. Steel. - 30 -

DANES, LEWIS ELMER 386-V

Low reported some time back the passing of his wife Doris - April 18 1971 from brain tumor (cancer). Regret we did not catch it in the last NL-1. Also Lews call is W3FZT. Low retired in May 1971 from his Engineering job in the FAA which he held the last 31 years. (He was one of the Pioneers of Alaska Aviation Communications, joining the Alaska Aeronautical and Communications Commission circa 1938 when the station was established at Nome with call K7FXO. These facilities were all taken over by the CAA and Low transferred with them).. Enjoyed FG's article in the 74YB on the current status of shipboard radio operating which he said was very timely and educational.

DANIELS, ESKEL 373-V

An invite from Dan and wife Fran last year to join them on a safari to Mexico had to be turned down as Ye Ed was up to his plimbsol mark in NL-1 projects. Dan has an AIRSTREAM while the Brenimans have a "TRADEWINDS" Tent-trailer which is okay for some types travel but not these kind of Safaries. Matter of fact Ye Ed has been so busy on SWP affairs since its beginning he has to let the durned trailer sit in the garage... too bad. Anyone want to buy a good "low profile" factory made tent-trailer CHEAP? Ctc Bill B. (Now this started out to talk about Dan.) Dan went EAST, North and South and fouled up in general so went to the Univ Stanford Univ. Hospital for possible open heart surgery which they decided the risk was too great for the advantages possible, hence he was placed on greatly reduced activities. While in Hsp. Dan says he got to see the probes enter the heart chamber via a TV type scope - when doing their testing etc. Take it easy Dan and follow the Doc's advice.

DAVIS, DAVID T. 822-P

"Dave" who is anchored down at Encinitas, in a card to Ed Marriner says he would like to be more active over his station KGCI0, however took a temp. assignment on the Oceanside Blade-Trib and no time for hamming. Dave was on WHEX, The SS Lurline for 6 years (64-70) and retired in 1970 closing out a quarter century of actual operating. Recalls the SS Letitia Lykes going aground at Cabo de Gata on SE Coast of Spain in 1948. an "XXX" cleared for QSO with ZDK at Gibraltar from which tugs dispatched... however, they remained around for six weeks!

DAVIS, DR. E. STUART 208-P

"Stu" has an unusual assignment so he wrote last Spring - that of evaluating the former Museum Collection of Western Union which has been donated to the Smithsonian. Stu says its almost like attending the last illness and final rites of old friends. Going over the 'beautiful' instruments that once moved the business of the world was sad enough, but when you open filing cabinets and begin pouring over the letters of old friends... and suddenly come upon some of your own from back 50 or so years ago ... Stu says they have the last morse wire in the State of N.J...leased that is. Reported he just had a 'feller' drop in from "BN" office (Lincoln Park) who usta be a cable Opr for Cml Cable back in 1915. After a few moments to get the feel of old Tom Barry's horrible "bug" this fellow was batting it out in good shape, so Stu knew he was no lid in his time. These are some of unexpected thrills he gets from his wire. Like a kid in a Candy Store... just could not believe his eyes and ears. Said it had been forty years since he'd heard a sounder... "Music of Morse" is one of the great pleasures to the wire boys. This from "The National Telegraph Office - Dedicated to the preservation of the telegraphic art - DV, Chief Operator.

DAVIS, WILLIAM S. - 19P

No late report from Charter Member "Bill". Some time ago good friend Ralph Hazelton reported that Bill has been in drydock three times since retiring from the sea in Aug. 1970. Bill of course was travelling on a "retread" - first ship the Willamette/WSW and many ships to 1924 then a lapse of 43 years went back to sea on the Beauregard/KCVU, etc. We all send best wishes Bill.

DeCHAMPLAIN, PAUL R. 280-SGP

Last letter from Paul indicated his life in retirement is rather quiet and uneventful - sends 73 to all old friends. Paul was early day op for UWT at DV and PC (1909/10) Later Marconi & USN at PC. (Astoria) until discharged in 1919. -30-

Paul refers to the sinking of the SS Rosecrans/WTL as detailed on Page 46 of the 1971 Year Book wherein it was mentioned no call for help (SOS) was made. Paul says that this is incorrect. An S.O.S. WAS received at KPC Astoria by Operator Lloyd T. Crow at 5.14AM. Paul says he Rfd Crow at SAM and was on watch all day handling regular tfk plus that between rescue vessels and shore. There was a heavy snowstore and tugs and life-saving boats did not locate the wreck until about 2PM.

There were 3 men in the rigging, the rescuers signalled them to jump into the water. Two made it, the third man struck something on way down and was so injured he died in life-boat on way to light-ship. One man came ashore on a piece of wreckage near Long Beach, Washn. There were 3 known survivors Paul reports he was 'under the gun' that day (Jan. 3 1915) Radio Inspector A. R. Rice came to check and tune up the station and examine all station operators for licenses. Incidentally, info Paul received was that the skipper had turned in during the night, leaving inxns that he be called when the L.S. was sighted, but they mistook the North Head light for the L.S. struck the end of the South jetty, crossed the channel and piled up on Peacock Spit. At that time the North Head Light was a fixed light, same as the L.S. it was later changed to a flashing light. -30-

De BARDELEBEN, JOHN F. 708-V

"Tex" reports a very busy life since retiring from FCC in 1967 after 27 year tenure for Uncle. Some of it packed with 'thrills' while 'loaned' to the Chilean and Argentina Governments to search out "spy" radio stations in those countries. XYL Ethel retired from USN 1970 (K4LMB) now edits AUTO CALL (Foundation for Amateur Radio, Inc) and News Journal for some 30 plus amateur radio clubs in the Washington D. C. general area. Tex is Advertising Manager. The publication of some 40-50 pages comes out monthly and is really quite a project. Tex was drydocked in Summer 1971 with serious operation but good fortune as smiled and he reports back in full swing - much of it over the airways on W4TE.

de LANGE, ALFONSO V. 623-V

We have been informed by "Al" whose QTH is 17-A Jose Abad Santos Dr. Paranaque, Rizal, Philippines (DUIDL) that his organization ... "Philippine Amateur Radio Association - PARA - has recently been declared by the Philippine Secretary of Public Works & Communications as ... The National Society of Radio Amateurs in the Philippines. Congrats. Al operated station KZMM at Samaloc, Manila in 1927 and 1928.

DeMERRITT, LORIN G. 100-V

Fortunately Lorin lives close enough to Ye Ed that his 'ground wave' comes in loud and clear. Nearby Sebastopol (Gravenstein Apple Capitol of the World) is only 8 miles away from HQ. This makes it real handy in handling business matters for SWP (fiscal) as Lorin is the Society's Treasurer, and a dedicated one! In addition ... he throws a 'wicked shoe' on the horse-shoe court (diamond). Ye Ed pitches with him quite often for a little relaxing from SWP Biz and it might be somewhat of an understatement to say he beats Ye Ed! ---der low man on the Totem Pole. He is generally a couple of feet below GL (ground level). Anyway Lorin (when not 'appleknocking') is out on the golf course or in the bowling alleys collecting top prizes. Its tough to beat a man like that, so now and then (about once every 50 games, Ye Ed sneaks in a few points ahead of Lorin) it gives almost the same pleasure as making CTC with KPH five thousand miles out in the Pacific on a straight gap and a hunk of galena! Last Winter and Spring Lorin sub'ed for Bob WGBNB with W6EAS. Lorin and XYL Betty took a well deserved trip up Puget Sound way, contacting many old friends and many SWP members en route. Regretfully, XYL enters Hospital in Santa Rosa for an operation this week and we all can only hope for the best for both Betty and Lorin!

DERY, GEORGE P. 457-V

George reported that he pulled the pin last November after 51 years (plus) at KOK. That should be a longevity record of some kind. We wish to thank George for his efforts in recruiting W6TB, W6AM, W6IH, W6EAK and a number of others to join SWP. Efforts indeed appreciated! George has indicated he will send us a "History of KOK" one of these days. Many (most) W.C. Ops have worked this station and would be very much interested in such a report. Sends 73 to all old friends. T.U.

HONORING . . .

Dr. Lee de Forest



HONOR FAMOUS INVENTOR—Formal opening of the new, two-story "Electronics Museum," first of its kind, at the campus of Foothill College, at Los Altos, January 20, 1973, will bring unveiling of the "bigger-than-life" bronze bust of the world-famous late inventor Lee de Forest, "Father of Radio and Television."

deForest Inventions Shown in Museum

The following is reprinted from a Hemet Calif. Newspaper dateline Oct. 18 1972. Hemet is now the hometown of Mrs Marie de Forest, wife of the late Dr. Lee de Forest.

First announcement that the new two-story "Electronics Museum," now being completed on the campus of FOOTHILL COLLEGE at Los Altos, will be formally opened Jan. 20 1973, featuring the inventions of the late world-honored inventor Lee deForest, was received by his widow, Mrs. Marie deForest of Hemet.

Mrs. deForest who is invited as honor guest and speaker at many leading electronics groups' events throughout the nation each year, will be appearing in that capacity at the annual convention of "The Society of Wireless Pioneers" at Long Beach Oct. 20th (1972), and will officially announce the museum opening.

A bronz bust of inventor deForest will be the prominent display at the entrance to the new museum, which will have many of his more than 300 patented inventions featured in the electronic exhibits, and a library of his papers. A fully equipped radio station will also be included in the museum of all types of electronic inventions. (Continued at lower right)

ODE TO DR. LEE de FOREST

(With apologies to Rudyard Kipling - On the Golden Anniversary of the invention of the Vacuum Tube.)
By - Robert A. Hug.

If every grid were grounded
And every cathod cold;
If every tube were broken
And no more tubes were sold;
This new world, as we know it
Would come to a standstill;
Most modern great inventions
Would all be void and nil.

Our airplanes would be hampered
Communications, too,
Would be completely thwarted
If such a state were true;
The programs that folks count on,
On Radio and TV,
Would be forever silent
And no more shows we'd see.

Computers would not function,
And Radar's use as well
Would cease to be protective
'Gainst sneak attackers' hell;
If tubes like this were absent
That gives such help and fun
We all would, soon encounter
A desolate world, my son.

(Continued from Col. 1.)

International electronics engineers, and other celebrities, will participate in the formal opening programs for the new museum.

The life-like bust of inventor deForest was first modeled in clay by prominent sculptors Helen and Holger Jensen of Santa Monica before being cast in bronze.

A recent summary by national "Electronics Digest" on inventor deForest states, in part, "Lee deForest was often called the Father of Radio. During his lifetime he patented more than 300 inventions, the best known of which was the three-element radio tube, the 'Audion' invented in 1906 -- called 'one of the greatest inventions of all times', and which led the way to many of our modern electronics devices, radio, television, guided missiles, radar, and the complex computing machines used in government, business and science. He also invented electronic sound-on-film that made possible 'talking pictures,' and the first practical radio telephone.

Editor's Note: SWP Member, Kenneth Richardson 487-SGP and Sec. Treas. of the DeForest Pioneers informs us that the bust of Dr. deForest will be displayed at the entrance of the museum in the balcony area where the public will first view exhibits. He thinks that sculpter Holger Jensen (with counsel of Mrs de Forest) has truly captured the 'spirit of this great inventor'.

Among other exhibits is the one mentioned of a radio station. This is Station "KOW" - the FIRST broadcast station in the United States. It was owned by Charles Herrold and operated by him at San Jose, Calif. We are happy to relate, with pride, that SWP Charter member Ray Newby (49-SGP) was the FIRST DISC JOCKEY in the world and worked at this facility which first went on the air in 1909. Other exhibits will show the "Story of the Federal Telegraph Company" plus many other displays of interest to electronic people.

It might be noted parenthetically that the Society's Chapter III was named 'THE Dr. Lee deForest Chapter' in honor of the late Doctor. Director Charlie Lee reports that Mrs. Marie de Forest has attended most of the Chapter's meetings as guest. Many times she has addressed members with interesting comments and observations about her late husband.

Ye Ed cherishes the memory of a personally conducted tour by Dr. de Forest through his audiotran plant many years ago

S.S. LEVIATHAN Frank O. Braynard, one of the most prolific maritime writers of our times has just published Vol. 1 of THE S.S. LEVIATHAN which he has been working on for a long long time. We have not had the opportunity of reading his book as yet but we feel sure that "LEVI-BUFFS" will enjoy his book about the 'adventures and misadventures of the S.S. Leviathan. Many SWP members sailed this great ship as Wireless Operators under Elmo Pickerill and others. Our Chairman of the N.Y. (based) Chapter Charlie Maass has tentatively named the new Chapter for this very illustrious individual. Frank Braynard has priced his book at \$20.00 per copy, ppd. If interested, mail your order to Frank O. Braynard, 98 DuBois Ave., Sea Cliff N.Y. 11579. Regret funds of SWP do not permit us to pay list price for books we would like to review.

de NEUF, DONALD K. 117-P Don or "Tiny" was somewhat on the SS Lurline in 1925. However, he has sure made up for lost time! Don retired last year as Prexy of Press Wireless (you can't do much better than that!!! Perhaps it was 'being the right place at the right time' but then Don must have had 'what it takes'. This we know because he held "PINK TICKET No. 4" which says he is a top radio-telegrapher with twisted pair thrown in for free. He has so many citations it would fill a book such as the Italian "Legion of Merit" for his program 'Medical Air Service for Ships at Sea' to name one of many. Anyway such organizations as UPI, AP, RL etc., sure let the world know that Don had reached the 'summit'! Thanks to Don for sending some interesting articles for our Bulletins. A very interesting description of an early communication system used in 1794 called "The Fast Writing Machine" was furnished by Don for our use. Perhaps we can work it into POC coming up. Don recalls on one trip of the SS Pres. Polk which was bound ATW, he had passed 'chit chat' with one of the deck officers daily but it wasn't till the ship was half way round the world did they realize that many years before they had tried to 'clobber' each other every now and then. It turned out the deck officer payed right guard for Sebastopol High while "Tiny" met him head-on as left guard for 'dear old Petaluma High! Small world! Thanks to Don for some excellent help on our "Code Project"... you will be reading more about this.

DIETZEL, FRED C. Jr. 384-PA Letter from seagoing member "Carl" on the S.S. Hastings posted from Karachi Pakistan. While the Dla will probably not help Carl much, he inquires... can any one tell him how much lub-is required in scanner gearbox of a DECCA radar? No inxns to go by and the one on his ship appears dry. Carl says the C-2 he is on is much cleaner than the C-3 he was on before but much slower vessel.

DeTURK, EUGENE B. (DECEASED) 327-V We are sorry to report "Gene's" passing on March 25 1970. We recently ask in SWP Bulletin -- "HOW MANY SOS CALLS HAVE YOU EVER HEARD IN ONE DAY?" Deceased member Gene who started his career in M&M's DORCHESTER/KGBG reports hearing 7 in one day (non-war years). Incidentally Gene was on the S.S. VINCENT - KIJC of the American Pioneer Lines when she was captured by the Japanese Dec. 12 1941 and spent the remainder of the war as "Prisoner of War" rather than Civilian Internee. We have Gene's Story which is a quite colorful one of the ship being taken over and his war years.

DINGLEY, CAPT. EDWARD N. JR. USNR/RET. We have received many nice reports on Ed's article 'LOG OF THE S.S. SATARTIA' which began on Page 36 of Part 1 NL-1972. The Winter Edition of STEAMBOAT BILL, quarterly publication of the Steamship Historical Society of America contained a very interesting article titled ... THE SHIP, THE MAN, AND THE LADY written by member Ed. It covered the launching and christening ceremonies of the S.S. GOVERNOR DINGLEY - KRV (The Governor Dingley was named in honor of Ed's Grandfather who had served with distinction as Governor of Maine. The new ship being built to replace the S.S. PORTLAND wrecked in the terrible blizzard of Nov. 26 1989 was christened by Ed's mother). Since Ed has so many records and memoirs, the article is of historical value besides very interesting to read. Note item in ECL COMMUNICATOR for Nov. where Ed presented presented many vintage engineering books to library.

DIXON, FRANCIS C. 190-V "DI" sends 73 from the S.S. Hawaiian Monarch/WNKP of the Matson Line - still going to sea after 45 years solid service (since 1927) and at least 37 ships. Of these he took 4 out on their Maiden Voyages, including Matson's Monterey, Lurline, Matsonia and Washington Maiden. Dick was also aboard the "China Clippers" for PANAM back in 1937-45 era, and took time out in 1960/2 to do a stint in Spain for Page Com. Engrs.

DRIGGERS, PAUL W. 458-PA "Sparkie" Driggers reports new QTH from the snow up in Minn. to the land of eternal sunshine in Phoenix, Ariz. (P.O. Box 1177, 85001) Sends 73 to all old friends.

DUNN, CHARLES M. 115-P Charlie reported the death of old friend Roy Madden on Apr. 20 1972 of complications. Most will recall our story starting P-29 of the 1971 Y-B of the capture of the SS Pres. Harrison/KDMQ in Shanghai on Dec. 7 1941. Roy insists that he transmitted a message on SW telling of the incident ONE FULL DAY BEFORE PEARL HARBOR. Charlie concurs with Roy's story as he was on the S.S. Pres. Grant (the old Pres. Adams, renamed) in Manila at the same time the Harrison was there. The Grant made it out of Manila one dark night and made it to Australia but left behind all pgrs and 57 crew members who ended up in Santo Tomas prison except a few being taken on a Jap ship which was blown up by a U.S. sub. enroute. Charlie started on the old 'jinx of the Arctic' the SS Costa Rica - WQJ working for "Hungry Pederson" up in the land that Robert W. Service made famous.

DURKEE, KENNETH M. 596-P "Ken" K6JZR reported retiring this last summer, then he and wife Helen Louise W6D00 took off on a sentimental journey northward to revisit the locale of his early day assignments in 'wireless', which include VAB VAE, VAD etc. He reported 'wonderful' visits with Jack Bowerman, Bert Robson, Alan Deacon and Bill Filt-ness who hosted them around the Vcr area. They also reported a most enjoyable visit with the parents of Percy Pike whom they hadn't seen since VAE days of the early twenties. Percy "Pickle" died June 13 1971 of a heart attack. Sends 73 to all old friends es shipmates

DUTTON, ROBERT P. 564-V Good friend "Pete" Fernandez had retired from Collins Radio Company and had moved to the 'Finger Lake Country' of New York State to listen to the grass grow. Address: P.O. Box 26, RD-1 Naples, N.Y. 14512.

PETE SEZ.... "Y'all take care and don't forget that the South will rise again."

EAGLES, EUGENE E. 178-SGP Gene admits that the "wireless bug" bit him an awful long time ago. By 1905 he was working a 'trick' for Pacific Wireless Co. at their station "G" which was at Bunker Hill, 3rd & Flower Sts., LAX. Most of work was with Station "A" Avalon. Gene now lives with wife Tree at the apex of a crescent on the beach in Laguna Beach. They sit out there perched almost over the water (at high tide) and have a 190 degree sweep of the beach. Here they can watch the 'hippies' come and go along with the tides. Now and then catch a glimpse of whales as they 'blow' past on migration north or south. Gene in later years was Sec. of the Arizona Highway Commission and had quite a hand in starting a publication called "ARIZONA HIGHWAYS" a beautiful publication highlighting the seductive charm of its hinterlands. Gene also authors a column in the Laguna News which they call ... "EAGLES EYE". Here Gene draws on his gamut of experience over some 80 plus years from his computerized brain. Some people have 'it' at 80 plus - and unfortunately some of us poor souls don't have 'it'-even at 39! Anyway Gene's friends are legion. This 'young' gentleman (at least in mind) never misses an opportunity of attending the reunions of Chapters III and IV. Incidentally, Gene sponsored Barry Goldwater for 'Honorary' membership in the Society. He is an old friend of the Senator who is also somewhat of a 'communication's nut. (We wouldn't say that about many Senators - but Senator "Barry" is of a different mold. He still retains the 'common touch' touch. We think he is 'TOP' Drawer!

We may kid the Post Office, but a stamp is still the BEST BUY in America. For only 8c, a letter can go first class all the way to Alaska ... even when it is addressed to Snow Shoe, Pennsylvania.

EDWARDS, GEORGE R. 608PA Letter from "Russ" some time ago enclosed a clipping from the K.C. Star reporting that Radio Operator W.L. Farmer of the SS Morning Light had intercepted a call from an operator on a Tuna Clipper that was in the process of being siezed by the Ecuadoran Navy -- he could even hear the firing going on in the background. Op on the ship ask him to report the ships in process of being siezed to the State Department. Reported Farmer called the USCG immediately who relayed the message to the State Dept. Later Mr. Farmer had a contact with the same chap who told him that had he not taken immediate action on the report, that he might be 'there yet'. Prompt action by the Radio Officer saved the day for the men aboard the Tuna Ship.

ELDRIDGE, JONATHAN 325-V "Jon" reports retiring fm ITT World Comm after 40 years on Mar. 30 1971 and moving to North Chatham in April 1971, selling his home in Port Washington, N.Y. Has built a new home which was completed last fall. Now has call W1GEP with a Yatsu FT DX560 and Galaxy V, Mk 3. Says he has 'hooked' Gene Price on a number of occasions. May do a bit of 'real estate' selling on the side. Asks to pass his /73/ along to all old friends.

ELWOOD, JOHN N. 596-PA John spends so much time working at his FAA position and on 'off hours' for SWP that, sez he ... "I don't have time to make news." Be that as it may, we know that John is one of the hardest working and dedicated men around. The Society is indeed lucky to have such a man willing to spend the time and effort that John does for our organization and we all owe him a great big "THANK YOU JOHN". Perhaps we should include his XYL Edith because we suspicion that she also helps John a lot ... and the moral support is indeed an added plus! Additionally they both took time out on 'annual leave' last year to "PLUG!" the Society at the SAROC Convention in Las Vegas, paying the tab out of their own pocket! You can't hardly find those kind any more. Not only did he represent the SWP but from all indications he did a 'bang-up' job of it too as we have received many new members through having our information shingle out at SAROC. John's hobby (at least one of them is collecting telegraph keys...all kinds, types, sizes - the older and more complicated the better! If you have something of this order you might like to part with, do contact John. He has the 'makings' of a fine exhibit one of these days. John and Edith still own their home down in Sun Valley (Phoenix) and some day they'll be going back when John retires from the FAA. Right now, he enjoys his amateur station W7GAO/6 -- that is when he can take time out from FAA and SWP

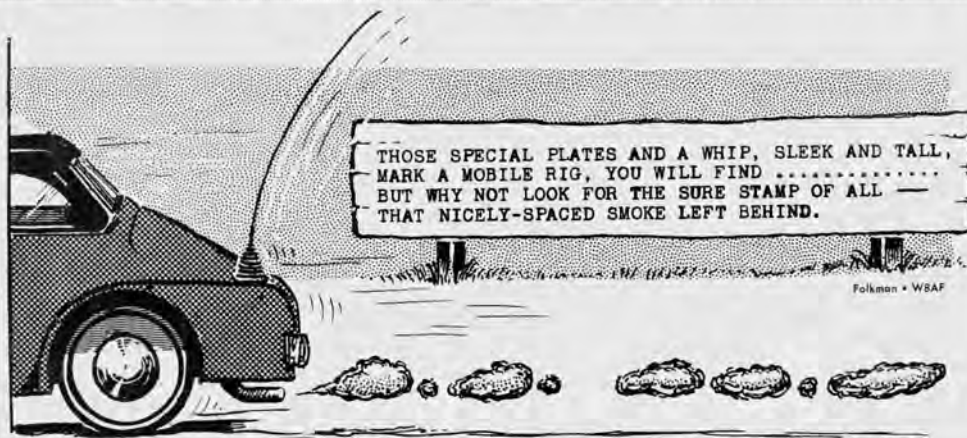
ENDERLIN, ARTHUR 185-P While on the subject of telegraph keys, Art reported that Louise Moreau WB6BBO/W3WRE made a mighty fine talk on the subject the the A..W..A meeting in Washn.

FROM THE PEN OF ...

"FO"

This cartoon, drawn by the Society's GREAT LAKE Area Director, Ralph C. Folkman (W8AF) was recently published in his home town Cleveland News paper, with a fine write up featuring the Society of Wireless Pioneers.

Ralph has held 25 Commercial 'Tickets' since the early 1920's when he sailed Great Lake Ships or worked G.L. Land Stations (WTK) etc. We think Ralph is "Tops" both as a cartoonist and the Societys 'anchor man' for the Great Lakes Area.



in Oct. It may be recalled that she authored a very interesting story in NL-1 (P-33). We have another one on tap for coming POC. Art presented Louise with a key that had been 'liberated' from a downed Japanese aircraft which he ran across when we recaptured Guam from the Japanese in 1946. He thinks is a model the Japs developed circa 1940 for aircraft CW communications. On a nostalgic (?) note, he recalls that in 1921 when OVERTIME was unheard of, that he received a check for \$96 from an Insurance Firm... this due to spending nearly 24-hours daily for 10-days while salvage operations were going on to save the SS San Jose which had piled up on San Roque Island some 400 mi. S. San Diego, Aug. 8th. Art retired from the USN in 1962 as Captain. Early assignment was in 1919 on the S.S. Aspenhill/KETR.

ENNIS, ROBERT W. 271-V Mike says that even if he was still wearing those 'three-cornered' pants when some of the "SGP'ers" were making their early cruises, never-the-less, he has racked up some 40 plus years in the racket! A letter last year from him while transitting the Panama Canal on the SS Santa Mariana/WSNA told us about the switch for these Grace-Prudential ships. Reports that Lee Waterhouse Clifford (well known old timer)died Aug. 7 1971 in Plainfield N.J. with burial at Gardiner Maine. The following observation from Mike is well worth thinking about and we quote:

"It is well that you formed our Society when you did as it enables a record of all or many of the old timers to be made and allows them to become better known among those of us who came into the fraternity at a later date, and gives us a chance to know all better, and to get a history together of an occupation that has otherwise been sadly neglected. So many of the old timers and others have gone just since the forming of SWP.

Bob sends a pix of the Panama Canal 'mules' ... the motive power that pulls ships through the locks. Know where they are made? Japan!

ERICK, WILLIAM J. 107-SGP "Bill" owns a spread called Vanilla Villa, down in the Fiji Islands. He wet-nursed Barge 91 back in about 1912. Of course later he held forth on such palatial Liners as the China WWA, Honolulu, Venture, Lurline and the Maui. Says Amateur Radio Prefixes have been changed and his call is now...3D2EK. Fiji is now a NEW COUNTRY aving obtained it's independence as of Oct.10 1971. Bill still owns a spread up near Lodi and has a Stateside call W6AL. Invites those who stop at Fiji to give him a call, his number is NAVUA 35 - 3 Rings. Also ... Bill lost his wife some time back and reports that he remarried a year ago Sept. Congrats Bill es 75

ERICKSON, ERO 21-V We note in Ero's "RAIN STATIC" that albeit... even in this age of protests and put-one, one outstanding fact taps out a message clearly among the melange of computerized confusion, a dither of Dockets and the befuddlements of federal enforcement funding (likened to 20 meter DX pile-ups) ... Interzone CW is NOT dead! Reports that the APCO Bulletin "surprisingly" noted that 5 out of 8 police and public safety licensees indicated they would not discontinue or dismantle their zone and interzone CW Nets. Space does not permit repeating all the

interesting material from Ericson's interesting publication, a very FB paper. Noted was the passing of Virgil O. Lehman, 65, Springfield, Ill about Sept. 26, 1972. Virg. was a non-member but many SWP, especially those connected with Police radio nets knew Virg well. We have heard of frustrated individuals kicking in the front of their TV sets but we do think this goes it one better and since it has something to do with communications, we'll repeat it from RAIN STATIC. This, it is reported happened in Bell, Calif., where a teletype machine was busy clattering away with its usual flow of print out arrests, all points bulletins, other law enforcement info, etc. Suddenly the machine went berserk, sputtering, clanking and groaning. At that point one of the policemen on duty couldn't stand it any longer, pulled out his service revolver and placed one well aimed shot right in the machines innards. It died right then and there - knocked clear out of commission. It is reported that the incident was 'accidental' and Bell Officials decline comment or to give out the officers name... and you probably wouldn't get much of anything but a snort if you even as much as mentioned it down at 6326 Pine St. Also note the reprint of one of 'FO's' cartoons in the May issue. Of course it was 'slanted' in police jargon to Car 20 with phrasing that made it easy for officers to copy.

Noted that Ero was made 2nd Vep of the "D&D" to carry on for an interim period for MTC until they get their clackers and sounders tuned up again. Enclosed Program of Sunday Services at their Presbyterian Church that had part of it printed in Morse Code, ie: "What Hath God Wrought?" Must be a new first. Also note the socializing with Chet Gould the cartoonist of the Trib who names Ero as his 'Technical advisor' ... how about that? 73 to the 'gang' sez Ero.

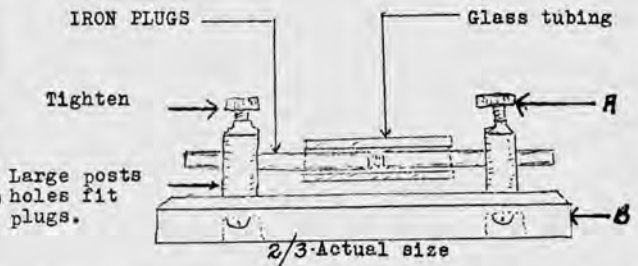
ERICSON, ARTHUR E. 70-SGP Art relates that he was riding the Fall River Line SS Commonwealth KXC from Boston to N.Y. to look for a job. He was sitting in a balcony saloon near the Wire less shack listening to the op trying to copy a message from New London. The sig was so loud that Art sat there and copied it 5 times on the back of the envelope which contained his new Certificate of Skill. Finally he went over and ask the operator if he wanted this? He said "Where did you get this?" Art said I sat right over there copying it - you had your phones turned out ward, and I had no trouble." Response: "Come right in and take over" ... and Art did! It really was his first job but not officially. The National Elec. Chf. Engr. ask him if he wanted a job as he was leaving the ship but Art said "No, I am on my way to work for Marconi Company." Art often wonders what became of the poor kid off KXC. Arts first assignment was the S.S. Korona/MBI-KBN 1910 but his amateur activities go back to Station "ZZ" from 1902 to 1916. At the suggestion of our Chief Operator, Bob Shrader who was impressed with some of the equipment used in these early days, Art has given us a bit of information on building a Coherer Receiver. Perhaps you would like to follow the drawings and build one of your own. Here are the plans and schmatic furnished by Art of one he built in 1903:



S. S. GOVERNOR - WGR

Thanks to SWP Member Henry F. Wiehr for this pix of the S.S. GOVERNOR/WGR taken when he was one of her operators. The Governor was sunk on April 1 1921 when was rammed by the freighter WEST HARTLAND with loss of eight lives. Ernest E. Wolcott (32-P) was Chief on WGR when she sank near Port Townsend with loss of 8 lives. Story, P-37, 1968/69 POC.

COHERER DETECTOR 1903 WINF

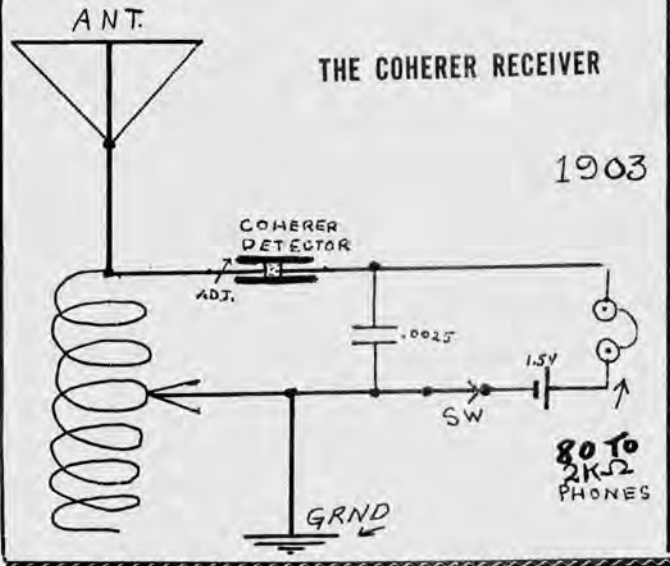


NOTE "A" Tighten just enough to hold in place. Adjust this plug for best sensitivity. Tapping helps.
NOTE "B" Hard wood or bakelite, etc.

Adjust right plug very loosely so that filings are just touching. Tighten just enough to hold adjustment.
Size of plugs not critical, but must fit glass tubing so that filing will not drift out of center of glass tubing.
Use a long antenna and good ground. An old BC tuning coil and tuning capacitor will do Okay. Antenna should be at least 75 feet long. You will find it very broad tuning (Hi)... or wind about 90 turns of #24 enamelled wire or what you have, one inch to 1-1/4" form, and a .0005 mfd tuning capacitor.

The filings have to be very loosely arranged, or they will not have opportunity to move from the magnetic effect. The filings used can be either powdered or heavy dust type. It will operate with either. Adjustment of right slightly loose plug will bring out the best in it.

Art reports that he listened to a hockey game on it from a Boston station for 2 solid hours without having to readjust. That in itself was amazing as the coherer is sensitive to jarring, door slamming, table thumping etc. etc. (Art furnished a color polaroid of his receiving set but unfortunately we can not reproduce color and regretfully we do not have time to convert to black and white) The set pictures, Art built in 1902 and was his first. Art says that Marconi did not invent the Coherer, but Branly and Hughes should share this honor. Marconi did patent the Coherer RX in 1896, Pat. No. 12,039. Hertz of course was the very first to receive intelligence without wires in 1887 with the loop and Galvanometer as Rx, another loop with a capacitor charged by a group of Voltaic cells, was of course the Xmtr. Popoff, a Russian, tried to claim the honor of discovering the Coherer but Art does not see how he could make it work the way it was made. He included a diagram of the Popoff Coherer but we do not have space to reproduce. (Continued on next page)



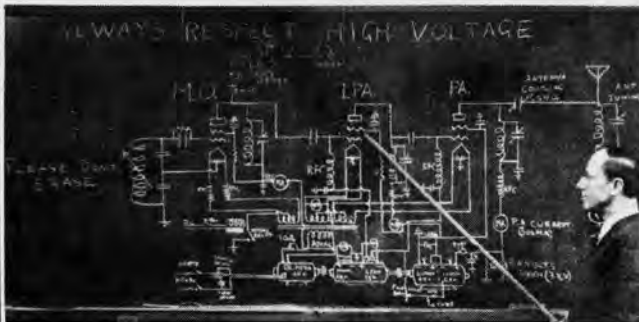
Station "NAE" Cape Cod



S.S. City of St. Louis - KFX



S.S. Coamo - KGA



Prof. Arthur E. Ericson 1943

ART ERICSON - CONTINUED. Notes on the Coherer.

The following operating characteristics should be noted.

Electrode E.M.F. 1.5 Volts
 Electrode Current 25 to 75 M.A.
 Iron Plugs 1/8 inch Diameter.
 Iron filings .004 inch long (200)
 Plug Spacing (plus or minus) 1/32 inch, Adjustable.

A story we would like to bring sometime deals with Art's experience while on the SS CITY OF MACON during WW-1 circa 1914. Milton Grinnell and Art were sentenced by the Germans to be shot as spies in Bremen but Ambassador Gerrard obtained their release (this was carried in WIRELESS AGE, Feb. 1915). We hope to publish in later POC - a quite thrilling story.

We also wish to acknowledge a feature story (clipping) furnished by member Arthur C. Jacoby 62-P that appeared in the Times for Nov. 20 1971 "PEOPLES SPOTLIGHT" with caption ... "ON MARCONI'S WAVELENGTH" featuring Arthur Ericson. A real fine article by Joel Clemons which we hope to bring some time.

Relative the pix at left: Top to Bottom: Pix of NAE during WWI of the Navy Wireless and Marine Signal Station at Highlands, Cape Cod, Mass. Art was there in 1917/18. Ops were William Mosely, Chief, Ericson, Shoty Eddy and Warnock. Art made Chief in 1918 here. The pix incidentally was 'printed in Germany' !!! No. 2 is Pix of S.S. CITY OF ST. LOUIS/KFX -- home of many an old timer. Pix was taken in 1914. No. 3 is the S.S. COAMO/KGA of the P.R. Line on which Art sailed in 1914/15. John Churchill was 2nd Opr. with Art. *(He was a nephew of Winston Churchill - passed on a few years back). Bottom Pix taken of Art who was Electronic Instructor during WW-II in the Boston Navy Yard, Tech. Section - Room 12. Art held this post from 1943 to 1964. Incidentally Art mentions selling a CW-938 tube job he had acquired to Tim Christen (TA-14) so looks like Tim obtaining equipment for his museum.

Incidentally, Art would like to know how your Coherer receiver works if you build one. He is willing to help so suggest you send S.A.S.E. if you write. His ads: Lock Box 212, Beverly, Mass. 01915.

F

FABIAN, ERNEST D. 115-P (DECEASED) Member Fabian who carried the name "HAPPY" died Dec. 22 1969 in San Francisco. Happy set some kind of record although Ops on the "Grace" ships might 'better' it. He made 69 trips through the Panama Canal. Also he kept an accurate log of his travels and stated that he covered 1,668,271 nautical miles between 1919 on the SS MULTNOMAH and 1955 on the PRESIDENT TYLER. He had hoped to break 2 million miles but hearing went bad.

FALBO, JOSEPH A. 660-V Joe says he likes "Seagulls" IN THEIR PLACE ... but on occasion he takes a down right dislike to them. This occasion was last year on a flight to Boston (first visit in 15 years) on take-off from Logan Field, Boston the right outboard engine sucked in a seagull just as they were being airborne. Needless to say it ruined the engine (and seagull) but they made it back to the terminal OK. Joe's FS was the SS ONEIDA/KEZJ on which he became a candidate for the "SOS/CQD'er" Club in Nov. of 1935. Leaving ships, he served the CAA for many years retiring in June. Operation during war years was at many outposts operated by CAA for the military in their ferrying aircraft to Africa etc. (Included Brazilian NATS and other facilities). Tempus fugit... sez Joe... its been 32 years since I swapped the 'bug' for an airways 'mike'.

FALK, HOWARD HIGHT 476-PA Member "Deak" seems to have many irons in the fire..all cooking on front burners. He is Prexy of the Hight Electrodyne Co. Inc., and also operates the "Catocin Hobby and Electronics Distributors" in Purcellville, VA. (several distributorships he says) Also the Shenandoah Worldwide Trade Co (importing electronic gear from Japan) also interested in "Rolling Hills Mail Mart" which is a mail order selling organization handling just about anything thats legal. We have heard about the ONE ARM PAPER HANGER but we think Deak goes him one better. Deak was on the S.S. ORISKANY in 1936 (HRBN), also Scan Mail/KOJR, Yucatan WQBI. Also a spell (1963/66 at WSC and WCC. Sends 73.

FALLON, JAMES R. "JIM" 870-SGP

This "Spark-Gap" Pioneer helped to make history. Jim started to sea on the U.S.S. ILLINOIS in 1902 and was aboard her when the first radio equipment was installed, a SLABO-ARCO 2KW Transmitter. Call was "FL". By 1908 Jim was on the USS MISSISSIPPI HP/NKE and in 1910 he went to the station at North Truro, Mass. Call "PH" and later NAE. The station at NAE was commissioned in 1907 on land owned by Mr. Iaasac Small which also included a golf course, bowling alley and several summer cottages. Mr. Small was paid \$1.00 for reporting every ship that passed and he resented the station coming in because he thought this revenue would be cut off, however such was not the case. Jim said the station had to depend upon rain water for all purposes. A large cistern was built divided in half by a wall of porous concrete. The rain water entered one side of the cistern and filtered through to the other side - this was the 'filtered' water used for drinking purposes. Some of those who were assigned to NAE as recalled by Jim include Mr and Mrs Small and their housekeeper Miss Williams, Morris E. Eason, Chief Electrician who passed away several years ago at 75. Also Operator Scheff. Jim included some pix of NAE but since Art Ericson furnished the pix on the preceeding page, we will publish them later as they are quite similar.

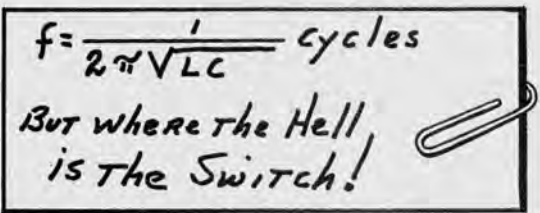
Jim has had quite an active life in the U.S. Navy till retirement in 1937. These included assignments on the following ships: USS Tonopah, Nevada, Prairie, Beaver, Whitney, Camden, Dobbin and Louisville. He also saw duty at Sayville WSL/NDD 1915/18; 3rd ND 44 Whitehall NY NAH 1918/21, Sub. Base New London 22/24; 1924/6 USS PITTSBURG when she was Flagship European Forces; 1927/9 Comdt. 7th ND. Key West NAR. 1931/3 Cndt 1nd Boston NAD. Happy day for Jim was to see his eldest son James receive his commission aboard the USS Prairie State EX USS ILLINOIS which was on the same ship Jim had first served in the Navy. Incidentally, ships of the fleet were painted white. On a personal note, Jim is now enjoying his 87th year. He and his wife Catherine celebrated their 62nd wedding anniversary Sept. 17 1970. His wife passed on April 2 1971. Jim has amateur station K2IFW commissioned in 1954.

Found this note in the whiskey bottle. It says: "Help...our transmitter dead...supplies running low, especially ginger-ale and ice cubes..."



THE WIRELESS PIONEER

CHARLIE MAASS SAW THIS SIGN SOME YEARS BACK AT M.I.T. THOUGHT IT OF INTEREST.



POETIC LICENSE

Shall I compare thee to a Summer's day, or will you take the hint and go away? -- William Shakespeare

A book of verses underneath the bough ... Oops, someone else was here before: A Cow !! -- Edw. Fitzgerald

Tell me not, in mournful numbers, Rain has ruined the cucumbers. -- Henry Wadsworth Longfellow.

Should auld acquaintance be forgot? If they are wealthy they should not. -- Robert Burns

The following was noted on the wall of a 'watering spa' in Southampton, England in 1918 by member 326-P

If any of our peripatetic members can furnish the name of the author, we will be happy to publish:

Ships that pass in the night, And speak each other in passing. Only a signal shown, A distance voice in the darkness

So, on the ocean of life, We pass and speak one another. Only a look and a voice, Then darkness again, and silence. de 326-P

"DOWN EAST"

This term which generally means Maine & N.E. relates to sailing ship days. Prevailing winds from the S.W. along the New England Coast required sailing ships to sail DOWN wind on their route East.

FASSETT, LEE O 37-SGP

We regret to report the passing 7-14-72 of Spigot's wife Mazie. Member Lee started his 'sea-going' days back in 1913 on the SS Oleum/WTD. Marconi shop and Instructor for many years. Following is a contribution with best wishes to all of his old friends

I am GLAD; I was born to this earth in 1895, When life was stable, and people were glad to be alive, I am GLAD; I was able to see the farms, and the trees, Because today they are covered with houses and factories. I am GLAD; I saw the beginning of the horseless carriage, And how it has become a monster, and so savage. I am GLAD; I saw the first of man's flight in a machine, Making possible travel for everyone, like a dream, I am GLAD; I was here when messages were sent through the air,

As now we talk by radio, and see by TV, with its fanfare, I am GLAD; I saw our ships go from sails to steam, To Ocean liners, great in length, and beam. I am GLAD; to have seen the atomic propelled submarine, Used underwater, as a peace and war machine, I am GLAD; to have seen, man land on the moon, And to live in the space age, a far cry from the balloon, I am GLAD; I experienced the feeling, when the earth rocks To realize what the GOOD LORD can do, by its jolts and its shocks.

I am GLAD; I was never tied to a desk, as a cog in a wheel For I was always on the go, seeing the world, to get its feel.

I am GLAD; for what my country offered, TO WORK & PRAY, For as a FREE COUNTRY, its the best in the world today. I am GLAD; to have inspected the largest aeroplane - a 747,

A thrilling experience, for one who is seventy-seven. I am GLAD for the many friends, I have had through the years.

Since they have been my inspiration, that held in check my fears.

And while this is not the full story of my life, I am GLAD; I lived in this wonderful world, even with all of its strife.

- Lee Fassett

FENTON, STANLEY W. 314-P

"Stan"(Bill) sends us a COA New ads: 5468 River Bluff Circle, Sarasota, Fla. 33581. Tph: 813/922-9566. Stan recalls the rescue of the SS ANTINOE and part played by Ken Upton - one of the great rescues of all time. Stan was with Capt. Fried on the SS Manhattan as Chief also "Hairbreadth Harry" Manning who joined as Exec. officer. Stan was on the MINNEKAHDA/KDKK with its 5 KW IWT arc during the Antioe rescue he recalls. sends 73 to all old shipmates.

Early Days at 'KOK'



"Throwing the Bull"

.... a gentle Art

GEORGE GORDON FARMER

FARMER, GEORGE GORDON 85-SGP The above 'pix' records for posterity, the long lost (?) art of "throwing the bull" (Bovinus Masculus), in 1902 - by 'Spark-Gap' Farmer, several years before he became Chief Operator at "CW" Clearwater's first wireless station (1906). In 1908 the Fleet visited San Pedro and West Coast Ports. This same year, two 70 foot towers were erected at the Clearwater Station which may be seen dimly at extreme right in the top picture. Here the budding young scientist, George Gordon Farmer, who never aspired to public office or mingled with lawyers or doctors (and who never fully leafed out afterwards sad to relate,) became Chief at "CW". (Quote/unquote).

He may be seen on upper left driving a 9-horse team- 'moonlighting' in the days when they didn't know what the word meant... working all day and for relaxation, operating all night. This was of course an easy task for a kid who was erudite enough to assemble a complete wireless station and learn the code. To view the after 'facade' of nine horses was good training for life later on. To the extreme left, unseen, is of course the County Poor Farm -- handy in case of need throughout the years ... now Rancho Los Amigos. (Pix from Farmer's private collection).

George reports that in 1929 he probably held the LONGEST TITLE while employed by the embryo WESTERN AIR EXPRESS COMPANY of any one in the world. It was: "Assistant Chief Operator in Charge of all Stations East of Los Angeles, Including Midcontinent" (Chew that one around a bit).

Of considerable interest was a clip furnished to Gordon by member Charlie Dunn 115-P (Charter Member) from Sta. Barbara about the stranding of the Steamer 'SANTA ROSA' back in July 7 1911 at the mouth of Honda Creek a short way north of Point Arguello while enroute South from SF to Santa Barbara and points South. Several ships including the SS Centrailla (1st to arrive). Although the Santa Rosa had 200 passengers aboard, the owners declined help to transfer immediately as they thought they could save money by waiting for a company ship to arrive on the scene and save any charges. Fortunately, the 200 were saved although Captain Faria lost five of his crewmen on an attempt to take a line ashore via small boat which capsized in the surf. The mercenary aspect of gambling the lives of passengers against cost of salvage created quite a scandal. The passengers while rescued did lose their luggage which could have been easily saved. This was one of the last times that the distress call " C Q D " was heard on the Pacific Coast.

Farmer whose call is W600 reports moving from Santa Barbara to - 5201 Whispering Creek Road, Santa Rosa, CA His phone number is (707) 528-1737. 73 to old friends.

FASSETT, LEE O. 37-SGP

Regret to report that this Charter member and Spark-Gapper" lost his dear wife Mazie July 14 1972. Spigot was also life-long 'chum' of RJ. He started his sea-going back in 1909 on the SS Oleum/WTD. Recalled many years later while on the SS ALLIANCE off the coast of Southern Calif. on the return trip to S. F. a 'never-to-be-forgotten' experience was the sight of the S. S. HARVARD passing within twenty feet going full speed ahead while they were stopped in pea-soup fog!

Another story 'Spigot' relates is one that combines garbanzo beans, wheels and the bandito Pancho Villa... an unlikely combination ! Anyway here is the story:

Having been assigned to the S.S. FRANCIS H. HANIFY, our first trip was for a cargo of 'garbanzo beans' to be picked up at Mexican ports in Lower Calif. The trip was of short duration - 16 days to be exact. So on July 15 1915 we sailed from S.F. for TOPOLOBAMPO Mexico arriving July 21st. It was here that we were to put aboard our first load of garbanzos. Since we arrived late in the afternoon, loading was to be started the following morning.

It was at this time that one PANCHO VILLA was giving the Carranza Government a bad time by terrorizing the people, looting and killing, which became so bad the U.S. sent General Pershing with troops into Mexico to capture him.

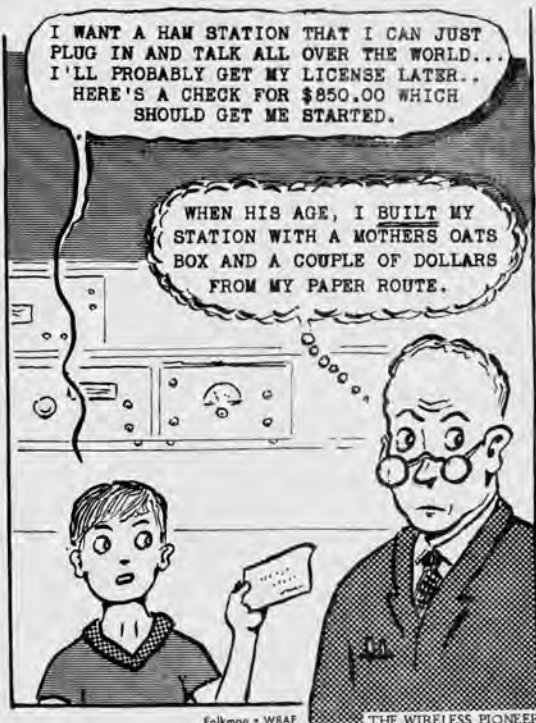
During the nights of the 21st and 22nd, Villa and his men came into Topolobampo and removed all the WHEELS from all equipment that was used for loading cargo. We didn't get a BEAN out of the port, but we did pick up one hundred and fifty REFUGEES and dropped them off at Mazatlan on July 24th. This is one REASON PANCHO VILLA was the SHREWD and Clever outlaw that history recorded

FERGUSON, CHESTER RAY "BUD" 154-P "Bud" has been a good 'recruiter' for SWP and handled much yeoman work, supplying us with items of interest etc. Many "QSP" thanks to Bud. Recalls working at Big Creek " KDDW " when Leslie Combs was one of the operators - ditto George Knudson. Called our attention to Jim Gilliam's call which should be W70B (as now listed) instead of W6TDO which was a call back in 1940. Last reported Jim on the S.S. SAN JUAN a container ship bound for the Far East.

OLIVER WENDELL HOLMES once remarked . . . "It is not so much where we stand; it is a question ... in what direction are we moving ?"



THE "WIRELESS PIONEER"



Falkman • WSAF THE WIRELESS PIONEER

Food for Thought

It greatly irks us in electronics to view the usual tras programs on TV while those brilliant scientists and inventors, who have made TV possible, remain unhonored and even driven to suicide from sheer ingratitude.

It certainly would be highly fitting if those men could occasionally be honored on a few programs. I believe that such could be made interesting enough to hold the average viewer's interest, thereby attracting enough sponsors to cover costs, some profits and even a small payment for those meritorious inventors and their widows who are practically destitute.

Other nations honor and in some cases revere their scientists, but here they are cast aside as unwanted when their day is done.

Dexter S. Bartlett

FERNANDEZ, JOSEPH "JOE" 56-P Just received a card from Joe postmarked Barcelona Spain - en route Morroco, Canary Islands, Madeira, then back to Portugal, London and then home to Oakland. Joe said he was able to enjoy a "QSO" with Phil Thorne before he died (thanks to POC)...(sailed with Phil on the SS Multnomah, Lurline and Wilhelmina). Joe served on one of the same 'rustbuckets' Ye Ed took out in early days, WRT the George W. Elder on a run along the Coast of Chile and Peru. Nothing but Spanish spoken. Second Op was a Chilean who spoke no English. Later on in the Mediterranean Joe would know the Ops at the Spanish stations dizzy when he opened up with Spanish. They could never figure how and American could come back in their own language. He also baffled the French... matter of fact Joe says he bothered the hell out of them. They did not know Joe learned the language at the L'Alliance Francaise School for foreigners. Joe figured in the sinking of the S.S. JOAN OF ARC which was a total wreck. Joe Grad, from the Univ. of Washington with two degrees - one Phc and the other B.A. in Education. During WW-2 Joe was Chf Pharmacist Mate in the USN down in SoPac for 2-1/2 years Since then has worked as a professional pharmacist in order to travel around the world. Joe says his hobby is listening to ships, WCC, WNU, KOK, KSE, KPH, KFS, etc on his short wave receiver



FERNANDEZ, MANUEL (COL. USAF/RET) 488-P "PETE"

Pete is one of those rare individuals who 'gets the job done!' During the past couple of years he has been the " Area Director" representing the Society in the S. E. area of the United States, including Florida and the Gulf Coast. Pete has done an OUTSTANDING JOB in handling Society matters, recruiting, etc. etc.

Pete had agreed to accept the office of Promotion and Public Relations for the SWP as V.P. However, before we could process the proposal on our ballots which will be distributed shortly, Pete inform us that he would have to withdraw due to illness and some serious surgery - (coming unglued so he says). Went to Europe on a safari this Spring but ended up trying to keep the 'Common Market' solvent by spending a couple months shafted to a bed in an English Hotel where the medics mumbled something about bleeding ulcers etc. He finally prevailed upon the Crown to let him go home to which the British responded with beguine benevolence. Taking a 'rubber-band' flight home he was granted clemency by the Governor and given an extra feed of black eyed peas with hominy and grits thrown in for free. He sort of 'over-did' it says Pete because he was hospitalized a couple weeks for a blood clot in his right lung. Pete says they have let him out on good behavior but he has to go to the Doc's twice a week and for instructions on taking that rat poison to keep the blood thinned out! Helping his Doc buy a yacht as Doc is an avid sailor. Some other problems perhaps in the hull but he says by exemplary living in the months ahead he hopes to keep out of drydock. This to tell us in a 'round about way that he was sick. What a guy!

Pete has had his share of experience and then some. He was Supt. Comms/Nav for Air Ferries (Panam) across the South Atlantic in 1942. From there to an Army commission where he headed up Comms & Elec for flying the famous "Hump" (relieved Ed White of FCC). Later Pete became "Big Onion" in charge of the Berlin Airlift on Comms & Elec. until it 'petered out' then he was 'loaned' to the Pacific for the Korean Invasion, then back to Germany. Later became Chief of Staff for Comm. & Electronics in the Tactical Air Command till retirement in 1959, followed immediately by employment by the Collins Radio Company with travel all over the world including assignments in Europe (Germany based) then the Orient with base in Tokyo, ICAO meetings etc etc. This is a short 'thumb-nail' on Pete. We could write several pages of facts or extend it into a serial and still not do Pete justice. Anyway, Pete has been a real 'front-runner' for the Society so we can't help but say a silent prayer for complete and speedy recovery OM.

The following and foregoing are not related. Pete was thinking that abbreviations for the Society 'SWP' might be taken by some one for 'Sherwin-Williams-Paints' We havn't spent much time worrying about it however. He also sent me a little poem which he once saw on the door of a Military (Air Force) Weather Office, which read as follows:

As I set before the dying embers,
These in the main are my regrets,
When I am right, no one remembers,
When I am wrong, no one forgets!

FERLAND, CYP 770-P

"Cyp" has furnished the Society with historical records and pictures of early Canadian East Coastal Stations which will appear in coming POC. Cyp entered service at the Grosse Isle Station VCD in 1916. He says that one of the most unusual events of his wireless career 'happened' there. Here is his story: After the erection of a new station at Grosse-Isle VCD in 1920, under the supervision of government inspectors and while testing the Marconi 1/2 KW. transmitter, SOS signals were sent, followed by the letters MTN which was the "Tunisians's" call sign. Although the aerial and ground were disconnected from the new transmitter, the signals were picked up by Operator O.Hamel on duty at the old station. Within three minutes, the whole island was in a turmoil, the sirens of the two Government steamers were blowing constantly, calling the members of the crews who were on shore -- boys climbed telephone poles and men and women on house-tops with binoculars, searched the river. Noticing the excitement, the government inspectors and I, decided to investigate the cause, we stopped the gas engine

(continued on next page)

FERLAND - CONTINUED.

and proceeded to the old Station. On the way, we were told that a big passenger ship was sinking and that the loss of lives was heavy. Upon our arrival at the station, we saw about a hundred people outside waiting for news and Mr. Chevron, the officer-in-charge trying to contact the "Tunisian". Only then, did we realize that we were the cause of all the excitement and promptly advised the Authorities of the mistake which had occurred.

There were heavy penalties for sending false distress calls and the incident might have had some very bad repercussions, but, fortunately for those concerned, the whole matter died out some months later after a complete investigation had been made by the Federal Authorities.

Editor's Note. We wonder how many of our members have sent out "SOS CALLS" from their ship with antenna grounded ?

MONTREAL C.T.O. 1926



This photograph was taken at the Montreal Central Telegraph Office on Oct. 21 1926 and shows Operators Jim Myrick, transmitting - seated at left and Cyp Ferland - receiving, seated at right.

Cyp Ferland edits the "VETERAN'S CORNER" of S-P-A-R-G-O which is the staff magazine published by Canadian Overseas Telecommunication Corporation. He is a member of the organization's "Quarter Century Club" (Retired) also a member and Past President (1962) of the Canadian Chapter of Marconi Veterans. Noted that good member J.K. Holland was also President of the same organization in 1961. Reunion and Dinner was held Oct. 28th 1972 for the Marconi Veterans' at the Queen Elizabeth Hotel in Montreal which is their 35th annual affair.

Cyp mentions the passing of Walter Gray and Edgar Lad-croux about a year ago. They were veteran Canadian brass-pounders and may have been known by many members.

FITNESS, ARTHUR W. "BILL" 370-P Bill is the Canadian Area Director of the Society and we feel fortunate in having had two top men in this position. First of course was Jim Kitchin who did such a fine job in getting the Society established, followed by Bill who also helped and has carried on in such a capable manner. Bill joined the Marconi Wireless Telegraph of Canada, Ltd back in 1916 with first assignment on the SS PRINCESS ROYAL, then the EL LOBO where he relieved Jimmy McCallister and in 1917 joined the SS HAROLD DOLLAR for many trips to the Orient where the ship picked up... among other cargo, 1800 Chinese each voyage ! From the HD, Bill moved shore-side in 1918 as Maintenance Tech and Engineer. These included assignments in Montreal 1923 from where he visited Eastern facilities returning to Vancouver in 1924 and retired after 47 years of service, March 31, 1964. Bill is still somewhat active in electronic work associated with the General Engine Sales and Service, also continues to do odd jobs for Marconi Service Dept. in Vancouver. Bill has been one of the Society's most dedicated men. We all appreciate his sincere interest in SWP matters and continued devotion to the the Society and the Canadian Chapters.

The following poem written by Edwin Markham was published in World Wide Wireless more than 50-years ago. There has been no attrition of signal or the message it carries in the five decades following:

WIRELESS

See where the wired antennae rise
To catch the whispers of the skies ---
The words that startle into flight
Across the day, across the night,
Over the myriad leagues of space
They speed to their appointed place ---
Each finds its own attuned pole,
Its one inevitable goal.
Even so our whispers from the pen
Fly out to find the souls of men,
To quicken in a nobler birth
All spirits to the ends of earth,
Go forth, O winged words, and take
Sweet comfort to the hearts that break ---
Go out with joy upon the trail
Give courage to the hearts that fail,
Go forth, O winged words, and shine
To make the dim world more divine ---
To fire all hearts to serve the good
And build the dream of brotherhood !

FISCHER, HERMAN A "BUD" 518-P Bud wrote some time back to inform us that he is on his third retread hamwise. He had just been issued Call - WA2QGV. He started as 2AT in 1925/4 and also held W2BFX 1930-40. This in addition to his seagoing experiences. He shipped out on the SS GULF-STREAM/KTB back in 1919 and a member of URTA. Says ... "not so bad for a 75 year old Senior Citizen. Says you can make it "TRIPLE" 75...Sends 75 to all old friends for '73 from a 75 year old Sparks. How about that ?

FLANIK, WILLIAM C. "BIM" 961-V Bim was a 'grad' of the Keystone Radio Institute of Pittsburgh (remember this one ?) but aside from Rj on a Shell Tanker circa 1932 he didn't really get started till he joined the USMC where he was radio man on FMF-1 Wireless Net. Bim installed the first radio eqpt. of the FORD TRI-MOTORS with trailing wire antenna. Later a stint of Lake Ships (Wm H. McNeilan etc) then to Bureau of Air Commerce - later CAA & FAA, and assigned over 25 years at the Lynchburg, Virginia facility where he was Chief of Operation. One of the 'high-lights' of 'Bim's' long tenure at Lynchburg included the outstanding work he did in controlling air-traffic in the area during the Hurricane Camille floods of August 1969 in one of the worst floods ever. A book titled "TORN LAND" tells about the storm and its devastation and Chapter eight relates to the strong part played by 'Bim' and the FAA Station at Lynchburg in aiding the rescue of thousands in the area. We are fortunate in having such dedicated men around who rise to the 'occasion' during such great emergencies. Bim (I still call him Bill) is the neighborhood 'Handy-man' and since over 80% of the people in his block are retirees, he is kept busy 'fixin'. Says it is a great source of satisfaction to help folks out. That's Bill

FOX, ALBERT C. "AL" 455-V Member "AL" who was our Secretary during the past two years lives in nearby OAKMONT (suburb of Santa Rosa even if 6 miles from town) and almost on the superb golf-course. Al was called for a cruise on the SS. Golden State (?) training ship for the State's Maritime Academy this last season. Also would like to report that Al made the very fine arrangements for the meeting held at the MONDAVIE WINERY last year. It was one of the most outstanding reunions we have ever held...and certainly a wonderful place to meet... thanks to Al for the arrangements. Al first shipped out commercially on the SS SANTA CATALINA/WNDY in 1934. He has since seen assignment on many ships such as the Yale, Lurline China Clippers, Stations KHK, KFS etc etc. He was also aboard the USS TEXAS, BOISE AND SARATOGA during WW-2 and saw much action in the South Pacific. Al likes his golf - reason for living so close to the golf course. He is also a member of the "Golf Course Supt. Ass'n. of America". Sends best wishes to all of his old friends.

de **W8AF**
 RALPH C. FOLKMAN
 4336 W. 137TH ST
 CLEVELAND OHIO 44135



SEND THE WAGON, SARG. I GOT A PANHANDLER WHO WAS BEGGIN' TWO DIMES FROM A GUY. SAYS HIS MARCONI KEY NEEDS SILVER CONTACTS.

A Big Salute to '70

FOLKMAN, RALPH C. 586-P

We have exhausted our supply of 'superlatives' in praising Ralph's work and dedication to the Society so we'll have to settle for a simple 'amen' to remarks in NL-1 and a simple ... "THANK YOU" on behalf of all members. Ralph had a wonderful write-up in the CLEVELAND PLAIN DEALER which gave the Society much publicity in the area - thanks to Eunice Bernon. Nearly a hundred hams tuned in to the 'ham-fest' honoring Ralph for nearly two hours the night following release of the story. Ralph, in addition to being a 'top cartoonist' is the Society's GREAT LAKES AREA DIRECTOR. He and XYL Ruth enjoyed their 47th wedding anniv. on Aug. 5th 1972 . . . Congrats! Regrettably, Ralph says a 'fluttering ticker' slows him down a bit. This page is dedicated to Ralph. TU OM.



"He keeps mumbling something about being an old wireless operator - and that he does not plan to expire even if his license does."



THE ONLY VIEW FROM HIS COMPOUND IS CIRCULAR IN SHAPE — TO HIM THE WORLD IS ALWAYS ROUND, A FACT HE CAN'T ESCAPE.



I ALWAYS PICTURED YOU AS A FIVE FOOTER

WELL, ON YOUR KEY YOU IMPRESSED ME AS BEING AT LEAST 200 POUNDS.

SOWP
PICNIC

Record

Wind Velocity



Meteorologists of the ITT ARCTIC SERVICES, INC., on the Thule AFB located on the N.W. Shores of Greenland reported a severe Arctic Storm on March 8 1972 in which winds reached a peak of 180kts/207 MPH at 2155LST. The Anemometer at site 7 was type T-420. This wind was only slightly less than the 'all-time' record wind observed at the Peak of Mt. Washington, N.H. on April 12 1934 which was officially clocked at 200KTS/231MPH.

The First 'SOS'

Before we receive letters from members who are 'Historical buffs' especially those of electronics and the Wireless, let us say that the 'Title Line' of the SWP Calendars was printed in context that most people understand and would be meaningful to them.

Few would know what we were talking about if we mentioned the early calls of "SOE" used by the Germans in 1904, or "SSSDDD" used for a time in 1902/3, or even "CQD" that The Marconi Company adopted in 1904.

It may be recalled that in 1904 the American Lightship "RELIEF" wirelessed the simple word "HELP" and the crew members were rescued. The signal "SOS" was not actually used, according to most accepted records until Aug. 11 1909 when the American ship SS ARAPAHOE of the Clyde Line - Operator Ted Hauber, called "SOS" when disabled off Cape Hattaras and was hopelessly drifting towards Diamond Shoals. Even as late as 1912 when the TITANIC sunk, there was confusion, so Phillips sent both CQD and SOS. Those interested might like to read the late Henry W. Dickow's article which appeared on Page 17 of the last newsletter.

NAUTICAL POEM

If upon your Port is seen,
A steamers Starboard Light of Green,
There's not so much for you to do.
For Green to Port keeps clear of you.
When is danger or in doubt,
Always keep a good lookout,
-- Get the bloody bottle out!

Thanks to Bill Filtness for this little 'gem'

CLASP OF FRIENDSHIP



"Lets get together" SOCIETY

FRITTS, FAUS S. "FRITZ" P-926

We would like to report that when our good member AL BRODNAX had to withdraw as NET CORDINATOR and Control Operator on the TRANSCON SWP NET, good friend "FRITZ" WØID volunteered to fill the gap and we were most appreciative. Regretfully, the POST OFFICE DEPT. did us wrong. BULLETINS mailed from Santa Rosa via AIR MAIL on Tuesdays failed to arrive in Lincoln by Thursday! Al can QSO all except perhaps Zero, Nine and sometimes Fifth Districts and his central location makes it an ideal location to act as NCS. Bob - W6BNE has again stepped in to keep the net going. Fritz is alternate NCS. Many thanks OM. Fritz is a 27-year USN Vet. FS. was USS MARYLAND/NARC in 1921

Sea Drama



The rescue crew of the States Line's SS MONTANA-KFVG were presented the American Merchant Marine's "SEAMANSHIP TROPHY" plus the "SHIP SAFETY ACHIEVEMENT AWARD" by the Maritime Administration in Aug. 1972 for making their way through treacherous high seas in a small open lifeboat to rescue the exhausted crew of the S.S. HEERING KIRSE-OVSQ which was sinking in the mid-Pacific.

We regret those those who issued the news report and those responsible for the presentation did not give some credit to the Radio Officer aboard the SS MONTANA or the Radio Officer on the SS HEERING KIRSE, because without their dedicated devotion to duty, the Line's President, the Captain, mates and others honored would not have received the award and the men of the S. S. Heering Kirse would undoubtedly have perished.

So lets give credit where due! The six Montana Crewmen are deserving of every iota of credit for their historic feat and their bravery in laying their lives on the line to battle the turbulent waters... but lets not forget one of the most important chains in the rescue link - the Radio Officer who made it possible. We deplore this type of reporting. We hope members and others reading this will take action when such acts of omission are noted in the future. -30-

AMVER PROGRAM



World-Wide 'S.A.R.'

Coming ?

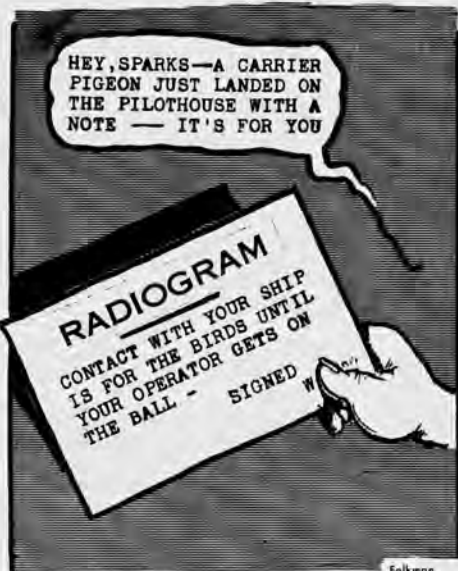
SAN FRANCISCO, CALIF. DEC. 15 1972.

Techniques for saving life and property at sea were exchanged and compared recently by some 250 representatives from 16 Pacific area nations in order to achieve greater safety at sea, according to a release from the Coast Guard Commander of the Pacific Area's 12th C.G. District, Vice Adm. Mark A. Whalen reporting on a Seminar in which Adm. Chester R. Bender, Commandant, USCG. and other high officials attended.

As the number of ships and aircraft have grown, so has the need for search and rescue forces, Adm. Bender stated, pointing out that the cost/benefit ratio of a search plan is not weighed when we know that lives are at stake. "For saving lives, I believe, is the common denominator of our search and rescue efforts," he said.

Adm. Bender encouraged participation in the Automated Mutual-Assistance Vessel Rescue system (AMVER), which utilizes voluntary reports of ships and their planned courses in order that they may be contacted to give assistance should another vessel become distressed in their area. At present some 2,000 vessels participate in the AMVER program which is a computerized system of keeping track of vessels throughout the world. Included in the information available through the computer system is whether or not a ship has a doctor on board and could render medical assistance on another vessel. The system also makes it possible to notify ships and request their assistance in the event of an aircraft ditching at sea.

Mr. James M. Beggs, Under-Sec. of Transportation has suggested that a type of INTERNATIONAL COAST GUARD be implemented above, on, and under the ocean in order to cope with the increased complexity of modern ship and aircraft travel. He further stated, "There is a movement underway to establish a new International Search and Rescue Organization. This new SAR body will operate worldwide and it is now being set up under the auspices of the UN. (MTF) See Page 26



INTERNATIONAL S.A.R.

This would be accomplished specifically by experts working under the Maritime Safety Committee of the International Maritime Consultative Organization." Hope was expressed for such an organization to be in operation by 1976.

Figures recently released by Lloyd's show 377 ocean going vessels were totally destroyed in Marine disasters last year. The purpose of the new international body would be to alleviate these losses and lessen peril at sea. At present AMVER is the only internationally operated, electronic search and rescue position recording system. In addition to the U.S., nations represented at the seminar included France, N.Z., Panama, Thailand, Tahiti, Singapore, the Republic of China, Canada, Australia, England, Indonesia, Japan, Korea, Central America and South Vietnam. - 30 -

FREELAND, CARROLL - 247P

"Cal" recalls a Will Roger's saying that we almost forgot: "When you shave every day, it takes up a lot of time" This in reference to being a year late for an important meeting. Of course Cal was thinking about the 'procrastination' that undoubtedly goes on in sending in dues by many members. He thought he had overlooked his for 1972 but we found he had sent them in and forgotten about them. Nice feeling to have when you find out... also nice for the Society we must admit Cal's first assignment was at 'Yes Bay' Alaska back in 1924. Served on many Pac. ships till 1938. Now anchored in Sacramento, Calif. where he can keep an eye on the California legislatures.

FRICKER, GEORGE A. 1057-P

George is one of our newer members although he started on the 'Lakes' in 1923 on the SS WESTERN STATES/WED and continued on until about 1939. He was on the Yacht "WILD DUCK" KNKQ for three years, also many of the larger Lake ships. Reported a mild heart attack in 1971. Unfortunately, George was 'Tail-end Charlie' this Spring when NEWSLETTER Part 1 was mailed. We had underestimated the number of copies we would need, not anticipating the growth we experienced, hence ran out. We did offer to buy back copies but out of nearly one thousand mailed, only about 8 copies were turned in for credit. It appears that members must have liked them and a good sign we think. We are upping our print orders for the future and hope never to be caught short again. George now lives in Akron, Ohio.

FAHY, MATTHEW M. 1009-PA

"MATT" Happy to have a very enthusiastic member from the "Emerald Isle". Somewhat of a 'late comer' he has nevertheless spent nearly 6 years on ships and now is assigned to RADIO SHANWICK/EIP at Shannon Ireland, so any of you members who go through give 'Matty' a call (4B948) at Limrick. He volunteered to become our Direct

or for EIRE and has done a fine job spreading information about SWP throughout Ireland. He operates amateur station EI5CB and is frequently on the net or in CTC with GROSS/W8BKM who responsible for QSP.

GAETZ, EDWIN J. 1023-V

"ED" says jumping from a 'cyclone' to a 'typhoon' has nothing to do with meteorology or the weather! He signed off the M/V Cyclone WCWO and signed on the M/V Typhoon for a trip to Gabon, West Africa in May. Still brass-pounding. Call is W5KTL and Snug-Hbr is Bellaire, Texas, Suh.

GALLEO, LOUIS J. 804-SGP

"Spark-gapper" Lou sailed the Gulf on 'banana boats' when no license or cert. was necessary. That was back in 1912. One of the early day Ops on the Gulf. Was at HK/WHK at New Orleans in 1912 and many many ships. SOS CQD'er on the USS PROTEUS/NNG. Was Sec. Treas. of URTA GULF DIV. 1921 at N.O. Call is W5AU.

GARDNER, CHARLES L. 682-V

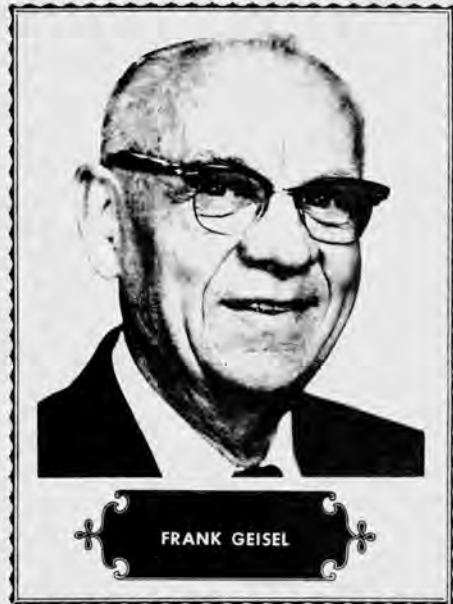
"Chuck" was in the USSC operating CW from mule-back ('nag operated', he sez). Wonders how many remember the call 4 Q 2 ? During WW2 Chuck departed SF on the first 'Liberty ship' ever converted for troop transport, the USAT Peter H. Burnett, later reported beached at Esperito Santo. At Honolulu trans-shipped on the USAT Pres. Taylor to Canton Island in the Phoenix group. In case any Operators on the Taylor may have wondered - what became of her ? Chuck says he can tell you from 'first hand experience' - "we ran her aground on the reef at Canton in order to save cargo and crew from Jap subs which 'dogged us' for last 3 days of the voyage." At Canton they erected the first SCR-268 (first gun-laying radar used in the U.S. Military) also SCR-270 the first early warning radar in a 'van' type truck. These early radar sets operated in the 100 mhz band - today's FM freqs ! Then followed assignments at Funa-Futi in the Ellice group, the Marshalls and Gilberts and on into the Mariannas with the 5th, 7th and 20th USAF. Eventually transferred to WJZ HQ AAFPOA Signal Center, Hickam. Wonders how many remember the "Z" CODE sigs ? - especially the "ZZ" group ? Sez the most ill-famous he recalls was ZZZ... decoded means "Bird-dung on your antenna". Thats all for now.

GARDNER, TRAVIER M. 658-P

"Tom" reports he was one of the KEBQ "gang" along with Bill O'Brien who sailed her in 1921 and Bill Breniman who was on her a year, relieving Tom on the NZ, Australia run. Tom followed the sea from 1918 on the SS CASCADE/WPUO until 1970 when he retired. Tom is one of our 'double' SOS/COD'ers. First he was on the SS WEST CAJOOT on a voyage from Manila to S.F. and the vessel, off-course, ran into Yakushima Reef on the South erns tip of Japan, tearing a hole from the bow to the bridge. Tom reports that although it was 1AM and he had hit his bunk, he had an SOS out in 3 minutes. The Japanese stations close by did not answer but VPS at Hong Kong replied as did the USAT GEN. SHERMAN who immediately changed course. This occurred in April 1928. The full story will be carried in coming POC.

The Second SOS was while aboard the SS SEATRAN TEXAS on Dec. 22 1967 in the river near Saigon when they hit a mine. This was at 0150 in the morning and everyone was off the decks which was fortunate. The mine explosion was terrific and rolled the ship, according to the dial on the bridge, 57 degrees. Fortunately for Tom, it rolled him against the bulkhead. The water bottle and glasses in the rack jumped out and broke on deck. When Tom jumped out of the bunk, he got his feet badly cut by broken glass. Never-the-less, he put out calls and within 15 minutes had tow boats and choppers alongside. They were able to make emergency repairs then took the ship to Onomichi Japan where they found 65 feet of bottom and 35 feet of side below the water line were torn out. Tom said he thought that the old 'Seatrainers' were about the most dangerous ships afloat but after what happened he changed his mind. Says he put in 4 years of Viet Nam - shot at many times but "Charlie's" aim was poor and none of the rockets hit close. Only one man was killed he he got it drinking Viet Nam liquor. Tom thanks old friend Ray Zerbe and Ken Wright for telling him about SWP. Now anchored in Alta Loma Texas where he is busy building a Mobile Home Park. Sends 73 to old friends.

Mister 'KPH'



FRANK GEISEL

GEISEL, FRANK 5-P "FG" extends "73" to all hands. During 1971 he experienced rough sailing through hospitals/drydocks. Now certified ship-shape. He notes that after 6 years at sea and 41 at "KPH", retirement in 1967 was welcome and enjoyable. But his life long interest in . . . "SAFETY OF LIFE AT SEA" and its vital Radio-telegraph communications remains undiminished. Society members, particularly 'Spark-Gappers' may wish to know that although equipment has changed, the shipboard Radio Telegraph operator continues his dedicated service in much the same manner as in the days of the Titanic. It remains a skilled manual 'dot and dash' operation.

In this connection, the U.S. Coast Guard recently activated its first "SUPER DX" Station "NMC". Receiving/Control at Pt. Reyes and Xmtrs at Bolinas - adjacent to "KPH" facilities.

A Society of Wireless Pioneer GROUP VISIT to both stations is projected for next summer. It will be most interesting and it is anticipated that it will be well attended.

"FG" advises that so many members have moved into "ROSSMOOR" at Walnut Creek that they could almost start a local chapter. Included in those who now make Rossmoor their home are THREE "SPARK-GAPPERS" -- Ken Clark 179-SGP, Corwin Henry 119-SGP, Col. Bob Roberts 179-SGP, and "PIONEER" Members Stan, Taggard plus himself who is incidentally one of the trio who helped establish the Society.

Reports that a few months back, Herbert Scott 838-SGP enjoyed a reunion at Rossmoor with Ken Clark which was their first QSO since WW-1. Ken Durkee and "FG" also enjoyed attending the reunion of these real old timers.

Travel arrangements at Rossmoor have permitted Frank and Mary to make many short trips through the year. A long trip via AMTRAC is being enjoyed through Christmas to Washington State to visit daughter Florida and family. 73 to all. -30-

A Rebuttal from Sr. Marconi

The following letter, written by G. Marconi and dated July 22 1921 was mailed to the Editor of the Financial News and is a rebuttal of a letter that appeared in that publication from a writer who signed himself "Midas". We think it will be of interest to readers. Reprinted from Oct. 1921 issue of 'World Wide Wireless'.

To the Editor of The Financial News:

Sir: I fear that the recollections of "Midas" in your issue of the 20th inst. regarding the invention of wireless telegraphy would not be accepted by everyone as strictly accurate. Few matters of fact seem to have excited so much diversity of opinion. In France the majority of people are firmly convinced that wireless telegraphy is product of French genius as exemplified in Dr. Branly. In England "Midas" thinks the invention should be credited to Sir Oliver Lodge and Sir William Preece. In Russia I daresay partisans of M. Popoff could be found. In Italy, I believe that almost unanimously the decision would be in favor of my being the inventor, and I have reason to think that in the United States there is what "Midas" might consider a regrettable tendency to follow Italian opinion. In Sweden, however, which may be considered a neutral country, since no Swede has as yet laid claim to be the inventor of wireless telegraphy, The Nobel Prize Committee, which gives its decisions on the strength of international vote, unfortunately ignored the claims of Sir Oliver Lodge and many others and made their award in 1909 to me and to Prof Braun, of Strasburg. Perhaps "Midas" has never heard of the latter gentleman.

"Midas" is also rather at sea when he states that the first instrument for dispatching messages was exhibited by me at Dover Town Hall. This took place in Aug. 1899, and over a year before, in July 1898, I reported the Kingstown Regattas by wireless from Dublin Bay to the Dublin Express. And before that wireless messages had passed between Osborne and the Royal yacht, and before that again between warships of the Italian Navy.

Yours

G. Marconi

Marconi House, Strang, W. C. 2



Photo Credit - Donald K. deNeuf

The above picture of "KPH" at Marshall, Calif., was furnished by our good 'Charter' Member Don deNeuf who used to live closeby in Petaluma and frequently visited the station even as a 'kid' he relates. It was taken circa 1925 at which time 'Jocko Parachini' was Chief. The right hand position was used for 600 meters and at the left was the 'long-wave' position for 2400 meters. In the center may be seen the sounder used to clear traffic to/from 28 Geary Street, San Francisco. Don reports that while he was never assigned KPH he did work a trick from 28 Geary and used to handle much traffic over this circuit. Operators assigned KPH are legion. A few of the Chiefs include Vernon (LG) Goldsmith, circa 1926/9 and of course Bill Hayton who relieved "FG" in April 1967. For some 40 plus years Frank Geisel was Chief Operator or Manager of "KPH" so has perhaps earned the title of "MISTER KPH" which we have used at the left. He has earned it. A REAL TELEGRAPHER.

GERLACH, WILLIAM G. "BILL" 104-SGP. Mr. Blackstone et al indicate it is 'again' the law' to place a man in 'double jeopardy' but they weren't thinking in terms of earthquakes when they established this bit of jurisprudence. Bill was in San Francisco that fateful morning of April 18th 1906 to be exact and 5:13AM to be precise at the switchboard of the train dispatcher's office at Sixth and Townsend. Bill said that every time a switch engine would pass the building would tremble, however at 5:13AM a terrorizing experience began... "it wasn't a switch engine"! Bill said, "I firmly believed it was the end of the world" and confessed that to a lad of 16 bucking for a communications job, that was certainly baptism under fire. Bill withstood the quake and went on to many years of telegraphing before taking on the new fangled 'wireless' which intrigued him with his first assignment on the SS City of Topeka. After that came many more ships and 1912 moved along swiftly. DOUBLE JEOPARDY? This came about when Bill took a job after retirement as Communications Manager for W. R. Grace & Company with the Telegraph Dept. at Yellowstone National Park as a vacation - change of pace. On the night of Aug. 17 1959 the "BIG ONE" hit Yellowstone. Bills said... "Believe me an earthquake of that magnitude can strike terror in anyone's heart. Maybe more so in mine because I still recalled 1906!"

A story that Bill wrote several years back for "DOTS & DASHES" relating nostalgic events in the early days of the "wireless" is furnished below. We think you will find it interesting.

Homeward Voyage By - W.C. Gerlach

of the CACIQUE

Not too long after the Panama Canal had been opened to Steamship traffic, a disastrous slide occurred in Culebra Cut, which made it impossible to transit the Canal for a considerable time. Meanwhile, all traffic between the Atlantic and Pacific Coasts was detoured by way of the Straits of Magellan.

At the time, W. R. Grace & Co's SS "CACIQUE" was enroute to Boston with a full cargo of wool from Australia, having already delivered a cargo of Redwood from Humboldt Bay. The news of the slide created consternation in maritime circles, and there was much rearranging to be done in the way of schedules.

When the news broke, The SS CACIQUE was on her homeward voyage, some several thousand miles south of Honolulu. In those days, when you worked a ship or station even a thousand miles after nightfall, it was considered pretty good. But the CACIQUE was equipped with the Federal Telegraph Company's Arc System which was considerably more efficient than the ordinary Spark Gap type of transmitter and, consequently they covered amazing distances, which, of course, would be considered commonplace in our present time.

In order to minimize the steaming distance, it was important that the CACIQUE (WBE) be apprised of events as soon as possible, and they put out a message reading: "... Panama Canal Blocked by slide Proceed Paita bunker to capacity and proceed Boston via Magellan".

Because of the distance records that the Federal Telegraph Co., had been making, there were high hopes of getting the message through. However, a week or more elapsed, and still no confirmation from the ship, despite the fact that the message had been sent "blind" at intervals, both day and night from Honolulu as well as from San Francisco.

They had about given up hopes of having succeeded in contacting the ship, when one morning, Grace received a cable from Paita reading "... Wireless received Bunkering to capacity Proceeding Boston via Magellan".

This was certainly a thrill for us in the Cable Dept. and we were especially grateful to the Federal Telegraph Co. for their ceaseless efforts.

Some time later, when the vessel had arrived in New York we learned that the Wireless Operator on board had been able to pick up fragments of the message at three various sendings, so that eventually, he got the gist of it realizing its importance. MFF - UP

The signals were so weak, he reported, that he prevailed upon Captain Miller to stop the ship until he had copied the message, as the rumble of the engines all but drowned out the signals.

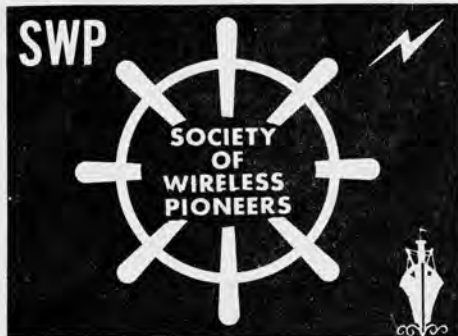
It is regretted that the name of the Wireless Operator who played a very important part in this story, is not at this time available. The story bears out the best traditions of the radio-telegraph business... "Get the message through" - 30 -

GVIN, ESTHER I. 709-PA Esther was CHIEF RADIO OPERATOR on the U.S. ARMY HOSPITAL SHIP, "CHATEAU THIERRY" - WZKH from 1945 to 1946. During WW-2 she was one of 14 WACS who sailed on Army Hospital ships as radio operator. She attained the rank of Lt. Sr. Grade before discharge. She is one of only TWO of her sex that were employed to 1970 as a Civilian Radio Operator on a ship of U.S. Army registry. Esther attended night classes at the Pacific Radio School and received her commercial ticket. Since leaving the service she commissioned an amateur station with call W6BDE (1946) She edits "Splatter" of the Baylarc (Bay Area Young Ladies Amateur Radio Club) and also was the originator of SWOOP - an organization designed to entertain XYL's at amateur conventions. She was given good space in the April 1972 issue of "QST" and in the June 1971 issue of the same publication told readers of that good magazine about SWP. Her "Handle?"... thought you would never ask. It is "Baby Doll". Figures? Oh Yes... she worked at "WAR" in the Pentagon. How's that for a YL record?

GLERUM, CORNELIS 710-P "COR" started his sea-going career in 1924 on the S.S. ROTTERDAM (PEA) and spent 6 years at sea. During the war, he served for the 'Underground Group' ALBRECHT... many will remember this famous group. He trained radio officers at Naval School De Nuyterschool. We are pleased to report that "COR" through his station PA0GL established in 1940 has carried the SWP Bulletins through Europe. He was appointed Area Director for Western Europe and has been responsible for many members joining the Society. Following are some abstracts of experience as he relates it:

"Here follows the 'curricular vitae' of the first Dutch SWP member. Born on a farm in 1904, destined for the religious tuition of farm boys, got fed up with teacher college and took a wireless course at Radio-Holland Boompjes 28, Rotterdam. After 9 months passed 1st Cl. exam. and was appointed 3rd Op. on board ROTTERDAM PEA at a salary of 26 USA dollars per month. Made 2 winter trips to NYK with about 200 passengers. Times were hard. One married operator with 2nd Cl. ticket, who had to get his first cl. I.O. to get a ship - had to borrow his wife's shoes to go to The Hague for exam. Boarding the ship, I met my teacher (the school being closed awaiting better times) He was the Chief. The 4th Opr. had missed his cargo liner and went with us to NYK and had to pay the train fare to New Orleans himself, to rejoin his own ship on which the 2nd Opr. without any experience, had done a good job. The SS ROTTERDAM had a 5 Kw spark main transmitter, a 170 meters 4 wire aerial with which we could silence all other liners on the Atlantic. My first cabin was one afore. My neighbors were the dogs of the passengers, the floor being washed in the morning for dogs and op. at the SAME TIME. Later I got a 2nd class and then a first class state room. We kept in touch with PCU on 1800 meters spark; we also had a Marconi direct valve transmitter working around 2100. The receiver was crystal Mci 31-A on which at sunrise you could copy WIM and WSA in the channel. A three tube tetrode receiver took care of the longer waves. It was easy and fun to hear WSH and American ships trying to start their arc transmitters. In NYK I was impressed by the beautiful sky-line and the life on 42nd Street. Being in uniform I was asked the way by all kinds of kind elderly women. Since those trips, I have always liked the USA.

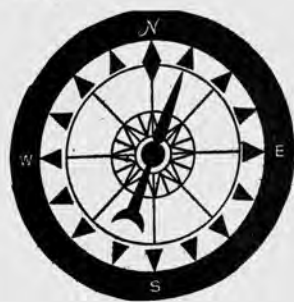
Cor is now retired in a small beautiful village in the country. Says he enjoys gardening, hamming and community affairs and languages. Leading the life of a 'modest' country squire. One special wish is to cross the United States some time. Reports meeting SWP member John Holland 818-P who looked him on his visit to Europe this past summer... reported a very enjoyable time. Cor sends 73 to all brothers of SWP. -30-



**ABOARD
THE
"ARK"**

"BARNACLE BILL"
Youthfull glimpse of "ye
ANCIENT MARINER" Before He built
the ARK...

MR. "KPH"
Keeps THE OZONE TRANQUIL



"SKIPPER EBEN"
STEERS A Steady Course



CHIEF BOSUN'S MATE
Pacifies Crew With his fine Cartoons

SUPER-CARGO WILLETS
Logs Wireless Memorabilia
for Posterity

GLODELL, COL. LEROY M. AUS/RET. 174-P

"Roy" reports meeting an oldtimer, E.H. Forsman of Friday Harbor, Washn., while doing research work in Seville, Spain some time ago. He was checking in the Archivo de Indias on some of the XVII Century forts built by Spain in Panama.

"Roy" was a Lab. Assistant to Dr. Lee de Forest in New York, 1918. Late he was assigned the USCG EAGLE/NIBD. Roy, a retired Colonel from the U.S. Army has devoted most of his adult life to a study of Latin American affairs. He has lived in South and Central America many years and was Deputy Secretary of Inter-American Defense Board in Washn. D. C., and was also at one time Chief of the Intelligence Division of the Canal Zone. He has been decorated with Bolivia's highest military honor and by both Panama and Spain for cultural contributions. "ITS A SMALL WORLD"!!!! Ye Ed, the Ancient Mariner found out that Roy had worked for him, circa 1923-4 when he owned and operated the WHOLESALE RADIO ELECTRIC CO., in Los Angeles, Calif. Roy covered the area in the Southern Joaquin Valley and recalled that during a "hoof and mouth disease" quarantine, he had to run the tires of his car through dip. Next morning all tires were shot, due to the dip and he had to wire requesting funds for a complete new set of tires. Such were the vagaries of travel in the early 20's.



Colonel Leroy M. Glodell



THE WIRELESS PIONEER

GOOHS, OTTO J. 198-P Otto wrote some time back w/congrats on the fine WP issue. Sent along name of R. S. Johnstone of Pittsburgh as eligible for membership. Otto was on the S.S. CITY OF ATLANTA/KFB in 1918.

GOULART, MANUEL -16P.

"MIKE" says he has had the dubious distinction of crossing the equator eighteen times but nothing to 'prove it'. He went to work in 1916 on the Castle Line for Marconi. He was at NY 1917-18 and NAF 1918-19 copying those 'strings' from trans-Atlantic ships. The Society should THANK MIKE for his yeoman duty and selling ability since he sponsored many SWP members by contact over W0AH and mail contact. Said he never thought he would operate WSC Siasoncet when it was NBS and NBS1. Incidentally, the Nantucket Steamer (now called a ferry) that used to run from New Bedford (Now runs from Woods Hole to Nantucket). It was unable to dock for 4 days due to harbor ice. It has to be COLD for salt water to freeze!!! Sends 73 to all the SWP "Gang". Mike included a poem he had received from a blind gal down there in the Ozarks at W00UD. We thought it carried a beautiful message....

A WISH FOR A BLESSED CHRISTMAS

The star that shone on Bethlehem
So many years ago
Is shining in the sky tonight,
And with the same bright glow;
And may its ever radiant beam
Bring very close to you
The thoughts of happy yesterdays
And friendships warm and true.

GREEN, RAYMOND J. 395-SGP "Ray" who signs himself ... "Old Sinbad the Sailor"

"Ancient Mariner" mentions that circa 1927 Jack Duffey assigned him to the Pres. Fillmore for ATW trip but neglected to tell him that RCA's contract ran out in S.F. and Keintz and Kaufman were 'taking over'. However, probably because Ray held a 'pink' ticket they kept him assigned. On this trip Ray operated the "TALKING MOVIE" rig - the first to go around the world. Every port they hit, all the VIP's were aboard to watch and listen to the show put on on the promenade deck. The rigging was full of longshoremen and others for their first view of the talkies. Ray made his first trip on the SS PLYMOUTH in 1914 with Massie Wireless. Later he was to be one of Pickerill's staff on the maiden voyage of the S.S. LEVIATHAN and sailed her for a year and a half. Ray is now living the life of a "County Squire" down in Port Charlotte, Fla. Inquires if any members know of or about ARTHUR K. RANSOM? If you know his QTH why not drop Ray a line. Ray likes to recall the "BANANA BOATS" and TRT. Says ... every banana boat passenger used to like to tell about the bananas being wrapped in tin foil and in those early days they brought a

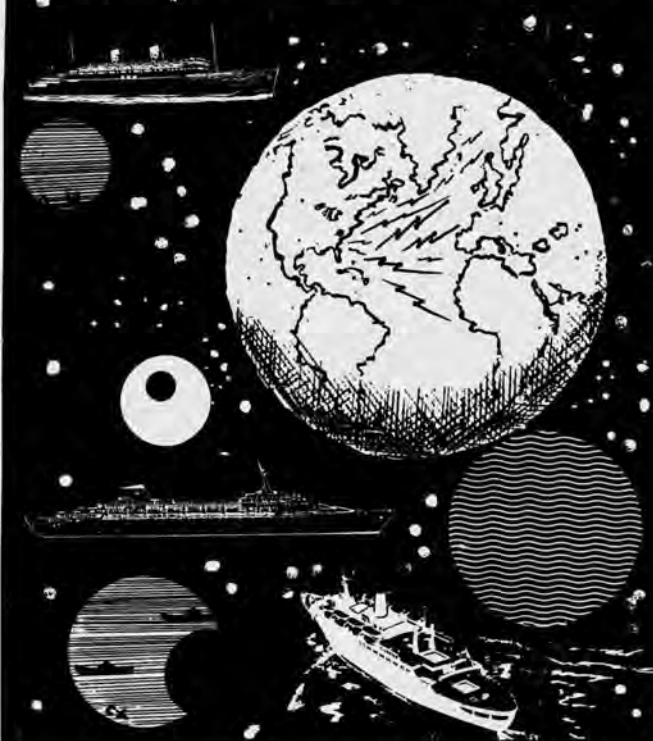
GRAMBY, JOHNNY A 840-PA "SPARKY" whose home base is Aardalstangen, Norway sends us a pix of the ship he is currently assigned, THE SS GOLAR NEL-LNZI. She is a refrigerated ship, service speed to 22 kt Station 1400 watts with HF-SSB telephony, Redifon and Eddystone receivers and Standard VHF. No difficulties in world-wide communications, even on telephony. Here is Pix of the M/S Golar Nels a beautiful ship!



a fabulous amount of money. Ray was one of the AIR MAIL PIONEERS in the early days of the Postal Air Mail service of the U.S. He can tell you many a 'thriller' about the early days and about the men who established the airways system. Sends 73 to all his old friends.

GREGORIO, ROMAN M. 848-PA "Romy" is the Society's FIRST member from Japan. He is at present assigned the M/V HOP CHONG/6ZFX. Home address is Manila, Philippines. We thank "Romy" from spreading information about the Society to many marine operators throughout the world. The past summer he was in Vancouver, B. C. and Seattle enroute from Taranto Italy, back to Japan. Romy has operated since 1959 and has operated the MS TAURUS, MARIA ROSELLO, EMILIA ROSELL SS AMEISE, SS CORONA, MS GEORGIANA, MS KATRINA. Sends his best 73 to all SWP members from the 'high seas'

CQ CQ CQ de DF DF DF.



"Q R M" - NORTH ATLANTIC

Back in 1921 QRM was quite a problem on the No. Atlantic. It was so bad on one crossing that an 'unknown operator' sent the following to the Editor of World Wide Wireless. He wrote it while his ship was 860 miles East of Sandy Hook . . .

Dear Sir:

"On the nite of Sept. 23rd, some fellow who did not have the nerve to sign off held up traffic on 600 meters, in the congested district between Cape Race and the States, for about forty minutes.

He disregards all threats of report from various ships and stations, and from the requests to QRT from all angles. He was raising havoc within a radius of 700 miles running East, West, North and South. WCE gave up in disgust and refused to work anyone. Below are a few lines that I would like to see in "WORLD WIDE WIRELESS" along with the mentioning of the date the incident took place.

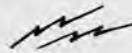
"IN MEMORIUM"

TEST, TEST, YOU SELFMAD STAR,
WHILE WE WONDER WHAT U R,
IF SOMEONE SAYS QRT,
PAY NO ATTENTION SIMPLICITY,
HIS S.B. IS ONLY A WHIM
WHILE 'TIS MUSIC TO HR U QRM
MAKE HER RADIATE 20 AMPS.
U CAN'T GIVE US THE CRAMPS
NO ! NOT YET A PERFECT NOTE,
DON'T STOP PLEASE, HOLY SMOKE
MY GOVT. RUSH IS JUST A JOKE
MAKE US ALL, BOTH NEAR AND FAR
WORK LIKE HELL TO QSR.
THAT'S THE STUFF, USELESS BLOKE,
NOW KEEP IT UP TILL U CROAK !

" A VICTIM"



Old 'DF'



QRM has always been a problem with the professional man and amateurs as well. However back in 1907 the amateurs had little restriction on their activities and often jammed ship traffic, commercial and naval all over the North Atlantic.

The following gem was furnished by Area Director, Edward G. Raser - W2ZI. It was published in The Wireless Age in Dec. 1914 and written by the late Neil McIntyre, a former Marconi Operator, in 1907.

This is about an AMATEUR STATION who used the Call "DF". This station stood in a low section of swamp land a short distance from Manhattan Beach, N.Y. The power of this station and range were unusually great. Incredible distances were covered even with low power. Many operators of the day will recall the low frequency spark of "DF" and how well nigh impossible it was to 'tune him out' for owing to the broad tuning in those days the signals were generally 'all over the tuner'. "DF" took on himself the task of sending PRESS (PX) and on the redeeming side, operators did copy him at fantastic distances, however, when "DF" was on the air, the operator who had traffic to get off the hook had just as well shut down. Freakish conditions placed D F in a class by himself !

Following are the verses as composed in 1907 by Neil McIntyre:

Way up mid the Labrador icebergs, workin a C.P.R. Boat
W'en you thinks you're free from jammin, doesn't it
get your goat ?
You've given 'im "G" for twenty, wiv 'is signals
weak as bref'.
We'en 'es just startin up wiv 'is third one
You're jammed all to h--- by "D F"

For we all 'ears the bounder a sendin, but the bounder
'e hon't 'ear us.
So we just throws the fones on the table and gives vent
to an impotent cuss.
'Is signals get stronger an' stronger, till they bloomin
nigh render you deaf;
You may go where you please, from Cape Race to Belize,
But you can't get away from "DF."

They talks about multiple tuners, and valve sets and
such sort of guff,
We consign the whole lot to the junk pile, we'en "DF"
is 'andlin the stuff.
'Is percentage of dampin is awful, and the thing that
puzzles me yet,
'Is 'ow in the 'ell does 'e do it,
Wiv a simple two kilowatt set ?

For we all 'ears the bounder a sendin, but the bounder
'e don't 'ear us,
So we lays the fones down on the table, 'an gives vent to
an impotent cuss.
'Is signals get stronger and stronger, till they bloomin
nigh renders you deaf;
An' you can't get away from the call of "H A",
Sent out by "FG" at "DF" !

Of course 'e 'as got a big aerial, and an acre of
ground plates we know,
But only two kilowatts power, tho you 'ear 'im where-
ever you go.
From forty-two degrees right to Sea Gate, 'e follers
you up like a ghost,
You can't get away from 'is music
From Belle Isle to the Mexican Coast.

For we all 'ears the bounder a sendin, but the bounder's
'e don't 'ear us.
So we just lays the fones on the table, and vent to an
impotent cuss.
From the cold Arctic sea down to Cuba, 'is signals
would render you deaf;
You can go where you like, anywhere on the pike,
But . . . you can't get away from "D F."

... with apologies to Kipling.



FIRST FROM HAWAII BY PHONE

JULY 26 1922. On this 'epical date' the FIRST RADIO-TELEPHONE conversation took place between Hawaii and the mainland United States.

It occurred aboard the S.S. MATSONIA (WMP) of the Matson Line which was in port at Honolulu. It had been equipped with a radio-telephone transmitter and the demonstration of the operators aboard WMP on this day brought Hawaii within direct voice range of the rest of the world.

Pictured, Left to Right are Mr. Teal of the Honolulu "Star Bulletin"; Bernard W. "Barney" La Fetra (SWP-158) Second Operator on the trip and John L. "Jack" Slater (SWP-9P) who was Chief. As this picture was snapped, they had just completed the successful FIRST (phone by radio) conversation from Hawaii to the Mainland. Station "KPH" handled the call in California.

GREEN, WARREN L. 234-V Warren is Director of the Pacific N.W. (Jack Binns) Chapter of the Society. Regreted to report the passing of HOWARD S. PYLE (50-P) who had sponsored him for membership in SWP. Howard who operated W7QE for many years and signed "YB" died Nov. 28 1972 of cancer.

Warren sends "MXHNY" to all old friends along with 73 and says the chapter will become active a little later.

GRIFFIN, FRED V. 843-SGP Fred is one of the 'Old Timer' who started out on the tug GRANT in 1911 then graduated to the Goliah, SS Humboldt, Jefferson, Buckman, Mongolia etc to name a few. During WW1 he was an operator on dirigibles flying convoy patrols over the North Sea, later pilots of these craft, followed by piloting planes. Good friend of Charley Cooper who sent him to Europe for S.O.R.S.; Fred also recalls Ginman who directed the American Marconi operations in San Francisco. Fred met him later in Montreal when he was President of Marconi Canadian Company - had a long talk with him at luncheon.

Fred has furnished us a story titled ... ARCTIC ADVENTURE which we plan to publish in the coming PORTS O' CALL. Watch for it. It is very interesting. Says... Cheers to all old friends.

GROGAN, LESLIE E "GROGIE" 118-SGP Reports assignment on 46 ships between 1911 starting with the SS Argyle to the SS USAF SWORD-KNOT in 1945. Grogie was on the SS LURLINE with Jim McArdle when the Japanese hit PEARL HARBOR. His story is a thriller - we hope he will give it to us sometime.

GROSS, WILBURT C. 786-P "GROSS" started his career on Marquette & Bessemer #2 Carferry up on the 'Lakes'. Call was WEX. In 1919 he had amateur call "WG" and later became W8BKM (1921) Gross now handles much of the European traffic off the SWP NET and 'rides the net' constantly. We thank Gross for his yeoman duty. He has been responsible for many of our newer members. Recalls Ed Plagge who he was associated with in the Navy V-3 program circa 1932. Ye Ed also was shipmates with Ed at KCT in 1929/30.

GROSS sent us a brochure on the "CONNEAUT RAILROAD MUSEUM" located in his 'hometown' of Conneaut, Ohio. The museum displays antique exhibits of the 'steam era'. HQ is located in the former New York Central depot. Many exhibits are available to see and anyone in the area might spend a very entertaining period checking through railroading nostalgia including a typical station set-up with telegrapher on duty, etc. Sends 73 from W8BKM to all SWP'ers.

GROVE, LUTHER B. 155-P "LUTE" was one of the members who attended the "DODGE INSTITUTE" in Valpariso, Indiana back in 1917-18. His first ship was the SS COPAN/1919. Says in 1925 he worked for the Bell Company in S. F.... making repairs on lines and cables damaged back in the 1906 earthquake !!! "Lute" says he would like to contradict the statement that ...'the first 50-years are the hardest'. Sez, taint so ! He finds the last 50 to be toughest but admits that he is 'fair' for 75 - still on his feet ! Sends 73 to SWP'ers.



HALLIGAN, WILLIAM J. 577-P "BILL" reported that his 'cleaning woman' did him wrong. She threw out the SWP YEAR-BOOK along with other magazines and papers ! Bill started on the SS Dorothy Bradford/KNA back in 1916 and was on the SS. Gov. Dingley. Gerry Travis was instrumental in getting Bill to join SWP.

HALLOCK, JOSEPH H. 148-SGP "Joe" who started on the SS NORWOOD/WSG back in 1911 tells about his early business venture in the Broadcast business. Said just 51 years ago, on Jan. 1 1922, he and Clifton Watson left radio positions with the Navy and Mackay, put in \$1500 each and opened up Portland's first 'radio shop' called...HALLOCK & WATSON RADIO SERVICE at 192 Park St. At that time Chas. L. Austin was doing the only broadcasting in the city, on his experimental call 7XF. Here is his story as furnished the SWP, and we think you will find it of interest because these entrepreneurs made history in the Pacific Northwest.

"After forming the business we got busy building a 5-watt broadcast Xmt and applied for license. In late Feb we received the license with call KGG and went on the air. Very shortly thereafter the remainder of this "KG" series of calls were issued with KGN, Chas. Austin in Portland; KGO Oakland, KGW The Oregonian and KGY Olympia Washn. At this time all Bdc. stations in the US used the same frequency (360 meters, ie 835 KC), hence it was necessary that all cooperate closely and allot our time so as not to interfere with each other in the same 'daylight' area. Naturally it was impossible to share time nationally, so that at night the Bdc. signals created a hopeless bedlam. Within a very short time, local stations were licensed to Stuffs Elec. Co., Willard Hawley, a church and another individual I do not recall.

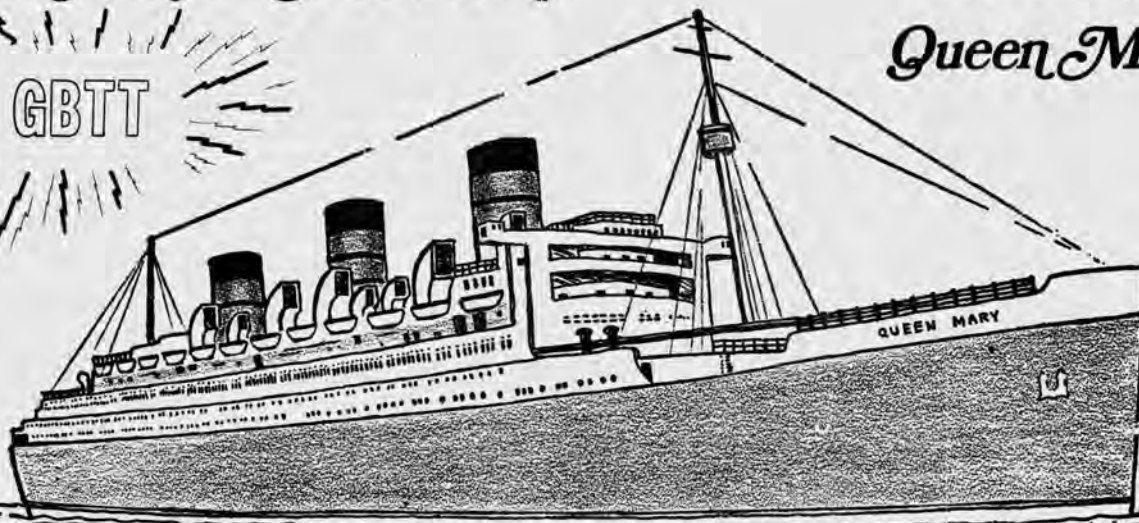
Never-the-less, with cooperation, we were able to share time without friction or difficulty. Soon a second broadcast frequency was allotted (400 meters) and two local stations could broadcast simultaneously. Our station like all the others used largely phonograph music, news and such local talent as we could dig up AT NO COST !

One night, well after midnight Watson and I scrambled up on the roof tops and (without the usual permit from the city) trolled a 3-conductor weatherproof wire across Broadway to the Journal Tower. There we installed a studio "carefully draped in plain burlap, which certainly did nothing to enhance the brilliance of tone to our "studio releases!" Never-the-less, for the next 2 years we broadcast such talent (continued on Page 34)

Saga of a Great Ship

The R.M.S. Queen Mary

GBTT



'The Queen Mary ...

it covers the "High-Lights" of a Queen who has had two lives. The first one which covered an era of 33 years from her day of launching by builder John Brown Co. Ltd. at Clydebank in 1935 and sailing from Glasgow March 24 1936, followed by her 'Maiden Voyage' from Southampton May 27 1936 to New York, then a span of years in which she was referred to often as . . . "The Stately Empress of the North Atlantic; The Grand Dame of the Sea; The Behemoth of the Seas; True Queen of the Seas; A 'State of Mind'; Symbol of an Era; and in her war years . . . The Gallant Fighting Lady of WW-2 and perhaps even better known as . . . THE GRAY GHOST OF THE SEAS.

During this time she was advertised by the CUNARD COMPANY as the "FASTEST" ship on the North Atlantic - which she was in 1936 when she held the "BLUE RIBBON" with a crossing speed of 30.6 KPH. The French Steamer S. S. NORMANDIE jockeyed with her for the distinction but when the S. S. UNITED STATES was commissioned, it took possession of the title and has kept it ever since.

There are many statistics about this great ship that will be of interest. Her complement of WIRELESS MEN numbered up to a dozen officers. Many of these men are members of the Society and while not a member of the crew, the Society's Commodore, W. EARLE WOHLER 4-P and good wife Frieda had the distinction of making the last Eastbound crossing on "GBTT" which was her assigned call.

When she was launched in 1935 she was known simply as "Keel No. 534" About this time funds 'ran out' and there was some question as to whether she would ever be launched. After two years, work was resumed.

She was the largest PASSENGER SHIP of all time. Here are a few statistics: Length - 1019-1/2 feet long. (She was to have been the longest ship in the world but due to delay in building, the French added 10 feet to the S. S. NORMANDIE making her the longest ship). Beam 118 feet; Measured 145 Ft. from water line to top of stacks 12 decks; Non-Air Conditioned (not needed for North Atlantic run); 81,237 Tons; 4 Steam turbine engines with 4-propellers. Each screw weighed 35 tons and measured 20 feet, tip to tip. Speed (known) 30.6 KPH (It took over five miles to bring the ship to a complete stop from full speed ahead). Rudder weighed 140 tons

Ship had over 2000 port-holes. Draft was 39 feet. She was the last of the '3-funnel' ships. Color during peace time were - Hull Black; Superstructure - White Funnels - Red with Black band at top.

OPERATIONS: It is estimated from her log records that she traveled 3,807,277 nautical miles. She carried 2,114,000 fare-paying passengers and during war years nearly a million soldiers. She was credited by Sir. Winston as . . . "having shortened WW-2 by a year".

Complement of the QM was 1900 passengers and 1174 officer/crew. She made 1001 crossing of the Atlantic with the last voyage being made 'Around the Horn' to retirement (and second life) in the tranquil waters of Long Beach California. Captain J. Treasure Jones was skipper on the last voyage while Sir. Edgar Britten was skipper on her maiden voyage to New York.

During the war years (WW-2) she was painted gray and on March 21 1940 started her first trip as a troop carrier, sailing unescorted which she did most of the war as she could 'outrun' both German subs and torpedo es. During her war years she carried nearly three quarter million troops and covered 600,000 nautical miles. Member ALLAN D. BRODNAX 472 SWP was one of those carried to Europe on her. He said that it took LONGER to load and unload the troops than it did to make the crossing. Some 15,000 men were carried each trip. It was reported that Hitler put a price of a quarter million dollars reward plus an Iron Cross on her to the U-Boat skipper who could sink her . . . but she was to outwit and outmaneuver the wolf-packs.

Her only casualty during the war was the ramming of th British light cruiser "CURACAO" - cutting her in half with a loss to the cruiser of 338 sailors drowned. The QM had over 15,000 troops aboard and due to known U-Boats in the infested waters could not risk stopping to aid the cruiser and its men.

After the war, the QM carried 9000 English war brides plus 4000 children. After the war and a span of 6 years it was drydocked in Southampton for the first time.

As the years passed and with competition from the airplane and more modernistic ships, the QM started to lose money (2 million per year) so it was sold in 1967 to the City of Long Beach for \$3,450,000. After the City of Long Beach spent an added 65 million to reconvert her, she was opened to the public in 1972 and we are glad to report that members of the Society' CHAPTER III included a tour of the Queen when they met in Long Beach, Oct. 20 1972. We will not say . . . "AU REVOIR" as she will be around long after most of us mortals have taken our last voyage. 73 de GBTT/30



Joseph H. Hallock 148-SGP

(CONTINUED FROM PAGE 32)

We broadcast such talent as Ray Bezanson's Orchestra, Madam Schumann Heink, Carrie Jacobs Bond, The Journal Juniors, and several famous actors who gave of their time. Also we livened up our "time" releases with the sound of the big Journal clock chime.

In November 1924 all Broadcast Stations received a notice from A.T.& T. It stated that their basic patents on broadcast transmitters had been adjudicated and that all such stations were hereby charged a minimum fee of \$500.00 to cover patent infringement. This fee was non-recurrent, and covered power up to 125-watts. For stations of higher power the charge was \$4.00 per watt. Our station was then 50-watts, so the \$500.00 would be our entire cost.

Since our radio business had expanded and prospered we were not concerned with the \$500.00 payment. However after nearly three years of it, Watson and I were plenty tired of each putting in 3 nights a week till 10 PM, without ANY RETURN for it! That is, up to that time no one had thought of SELLING TIME !!! Several other stations had joined the Portland ranks but "Commercial Time" was yet to appear.

Clif and I talked it over and about decided to quit, but thought we should talk to the Journal management first. So I went to Phil Jackson, the papers principal owner, whom I had grown up with as a boy in Pendleton. I explained it to Phil, and said that if he felt we should continue and willing to pick up half the fee, the Journal would pay the other half and become half owner of the station. I will never forget Phil's reply. It was to the effect that ... broadcast reception was "so full of squeals and whistles" that he doubted it would ever be universally popular and hence he thought we would be wise to just ... leave the air !!! and so in late November 1924 we pulled the switch on the first broadcast license in Portland KGG !!! Sic transit gloria !!! It is interesting to note that the sale of broadcast time put in its appearance less than a year later, and probably no station that was on the air at that time has done less than make a fortune for its owners. I should particularly mention the case of KOIN. In 1926, Chas. Myers and three associates bought a run down old Portland Station for \$10,000 largely to get the Broadcast station license. Charley hired Watson and me to completely rebuild the old haywire Xmtr into a modern 1000-watt crystal controlled unit. This we did, by working on it after midnight and keeping on the air. KOIN then obtained CBS, and 20 years later sold for ONE MILLION DOLLARS !! And that we only the start of its outstand-

ing success. In 1933, after building several other broadcast stations, as well as the Portland Police Radio system, Watson and I were forced by the depression to liquidate our radio store. Being a bit cramped for funds, I got a job as announcer at KGW at \$30.00 per week and the title of . . . 'Chief Announcer'. That year I had the privilege to work with Mel Blanc on his show "Nuts, Screws and Bolts." Also that year we broke in two later celebrities that everyone will always remember Larry Keating and Chet Huntley.

Truly "them was the days" !

Joe Hallock

Note: Joe Hallock was one of the men involved in the construction of LAFAYETTE RADIO, one of the most powerful stations ever built. 1000 KW. The Station at JIM CREEK in Washington is probably the only one that ever equalled it in power but even it did not measure up in size. Messrs. Archie M. Stevens (Commander) was in charge, along with Geo. C. Sweet, Harold H. Buttner, Joe Ryall, Haraden Pratt and a few others were also associated with the project - designed to insure communications with Europe in case of sabotage to the Atlantic cables.

Joe has furnished us a fine story on the undertaking and we plan to publish in the coming POC., along with pictures of the station and its equipment. Perhaps some of our members who 'know France' are familiar with the location chosen ... Croix d' Hines, about 14 miles from Bordeaux. Most Americans called the locale... "QUAH DAN" but for short... Croix de Hines !!! You will enjoy it.



HISTORIC MEETING of the S.S. MARIPOSA and the S.S. MONTEREY in the So-seas. This picture taken by member William J. "Bill" O'Brien (112-P) at Pago Pago, Samoa. It is the ONLY KNOWN TIME that these two ships were in port together. It will be noted that "two-stackers" were used on this run at the time. They were replaced by the present modern ships, now operating under the house-flag of the Pacific Far East Lines



Photo Credit - Richard S. Egolf - W3VX

Famous U.W.T. Station 'NY' 1911

located at 42 Broadway, New York City. Shown in the above picture from front to back are Operators Thurston, Vosburgh and Duffy. The picture was furnished by our good member "Dick" Egolf - 71 "SPARK-GAP" Pioneer and Charter Member of the Society.

RICHARD S. "DICK" EGOLF retired in 1961 after 35-years with R. C. A as Manager of their International Program & Radiophoto Services. He has furnished us many pictures of ship installations, some of which have been used in previous PORTS O' CALL and more will be found in POC scheduled for 1973 and the future. "Dick" Started his commercial career as operator on the S.S. HAMILTON "OA" and KOA in 1912. He also served on the SS Evangeline, Millinocket, Florizel, FNK Brooklyn, OHX New York, Mexico, Lenape, Zulia, Florizel, Washingtonian, Barbara, Priscilla and Commonwealth of the Fall River Line, Montauk and Sinnecock for the I.I.R.R. He was with Benny Beckermann on the SS Northland, COS HOLDER Nov. 22 1911.

The famous United Wireless Telegraph Station taken in 1911. It was

Lesson . . .



from Mr. Plimsoll

Ever hear of Samuel Plimsoll? Perhaps not. He was a member of Parliament, in England, a century or so ago, and he probably saved more lives than most doctors. He had been in the brewing business and was distressed because ships carrying grog, coal, etc., were often loaded so heavily that they sank at sea, with an appalling loss of life among the sailors. Over the united opposition of the ship-owners he managed to get a law passed in 1876 which required them to paint a danger line on the sides of their ships. When the weight of cargo brought the ship down to where this line touched the water, loading had to stop. Seafaring men still call this mark the "PLIMSOLL LINE".

People have Plimsoll lines too. We should limit our responsibilities and activities to that which our health and ability will permit, and no more. Any activity, whether it be social, business or pleasure which place too much strain on our system will bring that person below his own individual PLIMSOLL LINE. In such cases, it may be safer and intelligent to be satisfied with a lighter load, especially if we have those depending on us for safe passage. Lets not go down while we are still in safe harbor. Think about this. Could be, Mr. Plimsoll might save your life, too !

Thanks to William C. Willmot - 784

FROM . . .
DOWN UNDER



A Wireless Pioneer keeps on...keeping on"

DRAWN BY FRANK J. CAREY 913P
THE "WIRELESS PIONEER"

EFFECT OF MOVING AIR ON TEMPERATURE

The subject of meteorology and weather is always of primary concern to the Radio Officer aboard ship. It is probably one of the main reasons for his employment since the subject of WEATHER is all important to the ship operators and the radio room provides this information, whether it be fog, hurricanes, typhoons, or any "unusual" condition or situation. Ye Ed, while not a meteorologist, per se, never-the-less has been a "Certificated" Weather Observer for the U.S. Weather Bureau. During my years ashore and at sea, I have found weather phenomena an absorbing subject. The action of wind and waves around the world is one of great interest - not only in the 'work-a-day' world of radio men, but how it effects the population and geography of the world, including commerce and other facets of our daily living. It is for this reason that in issues to come, I would like to include items that relate to this subject. I think members will join in furnishing data that we may publish in future issues that will prove of great interest to all.

The subject we will cover in this issue has to do with the "WIND CHILL FACTOR". It shows the effect wind has on cold temperatures with relationship it has to keeping the human body out of danger. The chart shown below was taken from information furnished in the National Safety News. Should you wish to convert FARENHEIT temperatures to CENTIGRADE, you SUBTRACT 32 degrees from the Fahrenheit reading and divide the product by 1.8.

WIND CHILL TABLE										
When thermometer reads	When the wind blows at the m.p.h. below, it reduces Temperature to									
	Calm	5	10	15	20	25	30	35	40	
+50	50	48	40	36	32	30	28	27	26	
+40	40	37	28	22	18	16	13	11	10	
+30	30	27	16	9	4	0	-2	-4	-6	
+20	20	16	4	-5	-10	-15	-18	-20	-21	
+10	10	6	-9	-18	-25	-29	-33	-35	-37	
0	0	-5	-21	-36	-39	-44	-48	-49	-53	
-10	-10	-15	-33	-45	-53	-59	-63	-67	-69	
-20	-20	-26	-46	-58	-67	-74	-79	-82	-85	
-30	-30	-36	-58	-72	-82	-88	-94	-98	-100	
-40	-40	-47	-70	-88	-96	-104	-109	-113	-116	
-50	-50	-57	-85	-99	-110	-118	-125	-129	-132	
-60	-60	-68	-95	-112	-124	-133	-140	-145	-148	

↶ Great Danger ↷
 Moderate Danger

Protection against the cold at sea, especially in far Northern or Southern latitudes during the Winter, on some of the faster moving craft which cause air movement of their own when steaming into the wind or quartering it, decrease the effective temperatures by what is called the "WIND CHILL FACTOR". Thus when the thermometer reads minus 20 degrees in calm air, the 'chill' factor becomes minus 75 degrees if the wind is blowing only 25 MPH and even more if measured in knots

MINUS 25° is considered to be the temperature at which there is danger of exposed flesh freezing fairly quick (within as little time as a minute). At minus 75° freezing can occur ALMOST IMMEDIATELY.

It may be noted that MERCURY freezes at around minus 30 degrees Fahrenheit so it is not normally used where

extremely low temperatures are expected regularly. On the other hand ALCOHOL freezes at minus 202 degrees and is used where extreme temperatures are expected. However Mercury is a more efficient liquid in terms of EXACTNESS of measurement and for this reason may be depended upon to give more accurate readings in milder climates. Often Alcohol is colored in thermometers and can be read at much greater distances.

RECESSION is when a ship your old buddie is on lays up and he loses his job. DEPRESSION is when they lay YOUR ship up and you hit the beach. PANIC is when your wife loses her job.



SS MARIPOSA WRECKED NEAR BELLA BELLA OCT. 1915

S.S. MARIPOSA - WHP.

The Mariposa was built in 1883 and served Alaska for a number of years, operated by Alaska Steamship Co. In August 1912 it hit the dock at Valdez Alaska and tore much of it down. Accident was caused by Engineer on duty misreading the telegraph.

The picture above shows the Mariposa wrecked near Bella Bella, Oct. 8 1915. Picture Post Card was furnished by our late member, Gene C. Hallett who died Feb. 14 1972 (heart attack) Anacortes, Washn. Gene started to sea on the Sea Going Tug GOLIAH/A-3 in 1909. He was on many ships of the Alaska run plus shore stations KPE Seattle, Latouche KIM, etc. SOS/CQD'er on SS RAMONA in Alaskan waters 1911.



HAMLETT, FRANK R. Jr. 989-PA Frank and XYL Jessie have a diesel-powered aux. sailing vessel 48' long and 23 gr. tons they use as time and money permits sailing the Fla. coast from Gulf Breeze, Fla., which is their permanent anchoring spot. Frank says the QSL CARD was designed by his youngest daughter and drawn by TOM JONES, who was on SS Catherine/KTOI of the Bull Line during the 1940's. KCFC is licensed for H.F. Only. Frank stands 'listening watch' on 600 but no Xmtr that fcy. Ship is named for wife's grandfather who was once a New Bedford Whaler.

The receiver is an obvious caricature of the IP-501/SE-1420. Says he is not so sure about the Xmtr but obviously is ins't a P-8! Frank and XYL Jessie hope to do a bit of maritime-mobile hamming on their voyage South but probably home by now. 73 de W4AKJ and W4BKJ.

TAHITI

Memo from Paradise

By - Charles E. Lee

A JOURNEY INTO NOSTALGIA

So, someday, you would like to return to Tahiti and other islands of the Great South Sea! You and how many more Wireless Pioneers, I wonder?

This is the thought I had in mind when I wrote "What Do You Do In The South Seas?". You see I had missed Tahiti and all the wonderful islands of French Polynesia in my sea-going career. I was sure many more of us had either missed it entirely or having had a taste of it forever after, wanted more! The book's dedication to all Wireless men expressed this thought in similar wording.

Now, as I once again enjoy a stay on the islands in general and Moorea in particular, I think of you and all Brass Pounders who have sailed the "Seven Seas"... since the days of Marconi. What sights you have seen in your voyaging, what experiences you have had and what dreams have docked at your heart!

One of these dreams may picture, not as a youth on a white charger but one on a boat deck of a white ship on a blue ocean fringed by a golden beach and a palm-lined shore. The young man who wears a uniform cap with "Sparks" insignia is standing outside a Wireless Room as the ship passes an island abeam blowing blasts on its whistle. The ship is saluting an island, mind you, in the South Pacific and that island's name is .. Bora Bora, as deserving of whistles as any girl, and just as seductive.

BOOK
OF THE "WIRELESS PIONEER"

Oh, Tahiti, Moorea and Bora Bora, how all of you have seduced my heart since the far-off days of youth and how you have fired my imagination! Sea-going days are over but you call me back again and again, where you ... Bill, Ed Stevens and so many others would like to return.

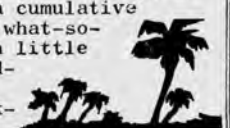
It is an age-old call. Ponce de Leon heard it but he was looking for the Fountain of Youth. We are not necessarily looking for our youth but for some of the places we visited in our youth; if Tahiti was one of those places and if we are lucky, we might even recapture some of our youth. It is certainly worth a try!

I sit now on the white sands of a Moorean beach by an emerald green lagoon under a faultless azure sky. It is faultless because the northeast trades have swept it clean. There is no cumulus, no stratus, around or aloft and not even nimbus on the horizon. The day is brilliant and clear from the zenith to the bottom of the lagoon and the cobalt ocean is visible beyond the reef. In the distance at the edge of the lagoon, the surf pounds rhythmically on the coral barrier and explodes with a roar in great upshoots of flying spray snaking its way along the reef in both directions at great speed when the seas are heavy.

If I care to move from my seat under the edge of a palm tree and take an outrigger out into the lagoon, I may look down into its opaque depths and observe its teeming with fish of many gaudy colors, hues and shades of yellow, blue, red, black and mixtures with stripes to lend even further variety to specimens of many descriptions. The gaudy opposites of marine life are going about their business in great waters, even as Wireless men and their movements are just about as orderly. If the first sticks to his post until the very last, so will the fish guard his post and property, likewise.

Everywhere about me on this island, the contrast of colors is so great as to be well-nigh intoxicating. It is heady like wine. The lagoon, itself, sometimes emerald, aqua, opaque, resembles Champagne or some rare liqueur and actually appears drinkable. The azure sky, the blue ocean, the white sand, the many shades of green, darker to lighter, from the mountains behind me to the coconut palms on the narrow coastal plain, all combine to stun your senses.

Added now to this wealth of color, a dazzling Swedish blond Airline Stewardess, deeply tanned, bikini-clad, with whom you are acquainted, walks by on the beach with a smile and "Bon Jour, Charlie!" Add, further, "Jad-
enne" black-tressed, brown-skinned Tahitian lovely, a hostess where you are staying and by a cumulative process you realize there is no need, what-so-ever, to spend "bar beads" to become a little "high". You are high already and, suddenly, it occurs to you that Nature points out on every hand her interlock-



SOUTH PACIFIC OCEAN



ISLAND PARADISE - LEE

(CONTINUED FROM
PAGE 37)

ing system of contrasts and opposites without which there would be no Earth, no World! She hints generously, too at her grandiose scheme of self-renewal in the aggregate (repeat in the aggregate), a veritable fountain of youth, if ever there was one! Seeing such a sure-fire plan in constant operation in Nature may have inspired Ponce de Leon of long ago to seek for the individual what Nature so abundantly achieves for Mankind and all species!

A frigate bird soars overhead and dips as if in salute I like to think he remembers me from yesterday and the day before when he was tempted with a small fish from my hands and once pausing on my shoulder with fish in beak suffered his picture to be snapped by Roget, my musician friend. How graceful and even aware he appears now, a previous fellow-being in the common brotherhood of life, as he wings his way homeward to the small island in the lagoon.

I turn my back upon the sun and gird my loins into the soft receptive, white sand, much as if by undeniable urge I would pollinate and perpetuate the lovely, prolific Earth upon whose bosom I lay, all the while in deep contemplation of Nature's scheme of things, of opposites chasing one another and likes running away!! These principles we learned long ago from Elmer Bucher in pursuit of electrical background as Wireless Men; they, in turn have taught me so much more.

If I am seduced by the brilliant contrasts of color and form of tropical day, judge for yourself what happens by night when the stars come out by the millions and the great constellations south of the Equator turn on their charm. The flaming torches, the sounds of Conch shells, the colored spotlights of the French Tahitian village, the perfume of frangipani, tiare Tahiti, gardenia, orchid, these, yes, and don't forget the long-tressed, brown-skinned Tahitian vahines nor the golden-tanned female fellow-tourists of all descriptions.

If . . . all this adds up to imagination fire-power and you feel those dreams of old welling up in you once again, this is a good sign. Don't be ashamed of the urge because even Ed Stevens, one of the oldest of Wireless Pioneers who was in Tahiti OVER 50 YEARS AGO gets excited when the magic name is mentioned and wants to sail again to this far-away, romantic isle.

Yes, Tahiti and her sister isles can be that 'fountain of youth' if you believe it is so, a paradise of which your five senses may well be proud, and any paradise in which you are deprived of the marvelous privileges of touch, sight, smell, taste and sound is no paradise at all, one not worthy of the name!

Imagine, if you will, being consigned to even Tahiti for Eternity with the loss of any or all of your five senses! This, indeed, would constitute no Valhalla, no heavenly paradise.

On the other hand, consider taking yourself to this Isle even at a very late date with your senses still intact. Do not be dismayed by fears of its being over-run by tourists crowding into an influx of new skyscraper hotels all along its beaches. France has not allowed this to happen and does not expect to do so according to Governor Pierre Angeli of French Polynesia who was interviewed by this writer. No new construction may exceed roughly the height of a coconut tree and the two new hotels built on Tahiti in recent years, Pan Am's "Taharaa Intercontinental" and U.T.A's "Maeva Beach" Hotel have served mainly to replace older hotels. They are fifteen miles apart, are unobtrusive along the island's coastline and get only a fraction of the business they could handle - Tahiti being so far away from almost everywhere.

Another instance of the unique guiding hand of France is the "No Tipping" rule. Through a widespread practice the World over including France, tipping is strictly forbidden in Tahiti and all of French Polynesia in keeping with the wishes of the Polynesians themselves who consider it a breach of good manners, friendship and hospitality. The French further consider that the practice might be harmful to

tourism, the only thing really that these islands have to sell.

Papeete today with a population of 85,000 is a busy little port with traffic lights downtown and many fine yachts tied up along a sprawling waterfront but the Island is still largely unspoiled. There is no juvenile delinquency, no drug problems and no crime. You read it right! If you must get away from the comparatively small hustle and bustle of fabled Tahiti, do as I do.

Go to her sister island of Moorea and lead a barefoot life! The small steamer "Maire" will get you to Captain Cook's Bay in one and one half hours and a truck-bus with long parallel wooden seats along the sides will deposit you in a French Tahitian village twenty five miles away over an exceedingly bumpy island road but it is all deeply satisfying and so very worth while.

What is my reason for a "Memo From Paradise" to all Wireless Pioneers?

Frankly, I'm hoping that I may run into anyone of you down here sometime!

Just be sure to wear your SWP badge on your Sarong, Pareu or Lava Lava so that we will recognize each other

See you!

Charles B. Lee, W6PZY
Director, Dr. Lee de Forest
Chapter - III.
Society of Wireless Pioneers

Island of Moorea
December 5th 1972.

73 *Charlie*

EDITOR'S NOTE.

The article mentioned by our very active "Charlie Lee" in the second paragraph of his letter is titled . . .

"WHAT DO YOU DO IN THE SOUTH SEAS?"

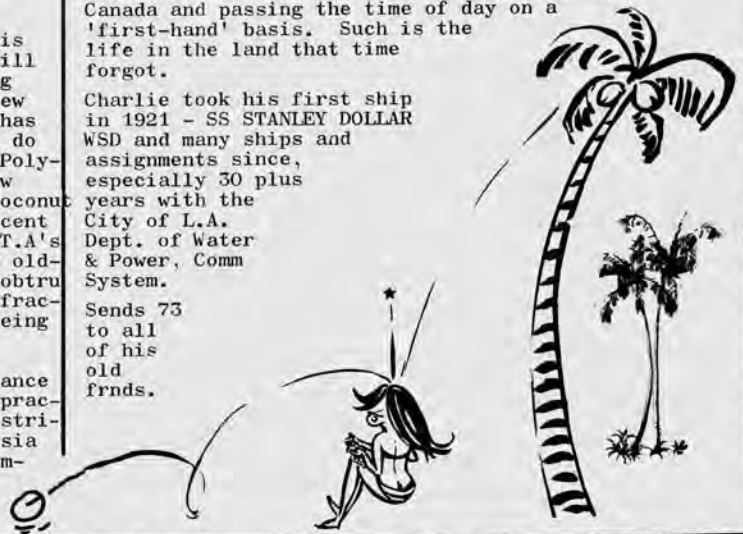
It is of book-length and extremely interesting, however too long for the limited pages of PORTS O' CALL or the Year Book. Charlie has, however, furnished us with a condensed version of his story which is more a journey back into our nostalgic past. Charlie likes to meditate and dream about the 'immensities' of our world so finds a perfect setting in his South Sea Island of Moorea. There are no real 'taboo' areas and we hope you will find none here.

Charlie has been a "Good-Will" Ambassador, commissioned by the Mayor of the Great City of Los Angeles, to convey Welcome and Best Wishes from his Honor, Mayor Sam Yorty and citizens of Los Angeles to the Governor General of the Society Islands. We hear he has done a very fine job in public-relations, in cementing the tie of friendship between our two cultures.

He has had the 'rare opportunity' of meeting and 'hob-nobbing' with the Prime Minister of Canada and passing the time of day on a 'first-hand' basis. Such is the life in the land that time forgot.

Charlie took his first ship in 1921 - SS STANLEY DOLLAR WSD and many ships and assignments since, especially 30 plus years with the City of L.A. Dept. of Water & Power, Comm System.

Sends 73
to all
of his
old
frnds.



ATLANIC SENTINEL 1930 - 1950

'WAG'

The station "WAG" at THOMASTON, MAINE is gone but not forgotten by the many operators who worked a 'trick' at this facility which was officially commissioned at 8.25AM EST Aug. 14 1930 (Station listed location as Rockland, Me) by Chief Operator Walter O. Lee for Mackay Radio & Telegraph Co.

SWP Member, William L. "Bill, Hall (915-V) has furnished us with a few pictures and some highlights of the stations operation/s plus a copy of the Rockland, Me., "Courier-Gazette" which announced the "Christening of WAG" in headlines on Aug. 16 1930. This was furnished through Gene Price and Eb Cady who passed the story es info. on to us. We think the 'history' of all land-stations is of considerable interest and we hope to bring much of this type information to you in future editions of the Society's publications.

Bill Hall, who Gene Price reported as having "one of the best fists on the air" reports the stations complement consisted of the following, in addition to Walter Lee, Mgr. at opening of the station:

Edward Venner - SWP 486P (Deceased 1-16-70)
Station Manager after Lee.
Rodney Dinsmore - Trans. WSL and now retired.
William L. Hall - SWP 915-V
Earnest Adelman
Charles Serak - with Collins Radio.
Eugene Garaudy - Radio Officer, Mobil Oil Tankers
William Moore - Now at WCC
Darrell Bowdish - Deceased.
Howard McElroy - Retired from WSL.

RELIEF OPERATORS included: Earnest Kroger (D); Charlie Hess-SWP 688V; Ralph Lee, Paul McElroy (D); Howard McElroy - Retired from WSL. The list is incomplete.
ENGINEERS: George W. Hanson was Construction Engineer in Charge; George W. Harvey, assistant Const. Engr., and Earl E. Eldrege, Radio Engineer.



STATION "WAG"

South Tower showing 3-car garage and storage building plus transmission line to 5 mc Antenna (not visible) This picture was taken in 1939 and loaned through the courtesy of Member William L. Hall who lives in nearby Friendship, Main. W1BMS is his call.



STATION "WAG"

The above picture shows the No. 2 operating position of the station. This picture was taken by Bill Hall in 1949, a year before it was closed. Pix shows 2 HF rcrs (SX 28) models plus MF/LF ship receiver operating 500/143 Kcs, duplexing medium and L.F. facilities.

Hall reports that in 1938 WAG was equipped with 5 and 11 MC 3KW Xmters but the war in Europe had already reduced ship to shore Tfc and they didn't make much use of the new installations.

After the war, additional HF was installed and they finally ended up with 16, 8 and 5 MC and traffic flow became quite heady - especially from the two queens - the SS QUEEN ELIZABETH and the SS QUEEN MARY and with U.S. Flag ships returning from Europe and Near East with many "displaced persons" who have been absorbed into the USA.

The Station was instrumental in initiating SEA/AIR rescue groups in the North American area. Most notable of distress cases handled include the rescue of 97 of the officers and crew of the British Falgship SS CYCLOPS which was torpedoed off the Coast of Nova Scotia in Feb. 1942. During this emergency, Bill Hall was on watch and will try to obtain and furnish a story on this event.

During much of the war, the station was closed with a caretaker in residence. Ed Venner, Chief went to the State Department in Lima Peru and Bill entered the USN. Later, the station was one of the first to open after the war as a purely commercial station since WSL was under Coast Guard and WCC under Military Control.

Station WAG was officially closed at 2400 GMT Aug. 31, 1950 at which time former SWP Member ED VENNER sent the final "CQ" to all stations, announcing the closing of this facilities which was on the air for a few days over twenty years.

Member, Bill Hall records his first assignment as the School Ship SS NANTUCKET/NFU in 1927. He also saw service at WSL prior to WAG and then was on Mobil Oil Tankers for nearly 16 years. Back to WCC. Also Press Wireless at Needham. Bill operates a retail marine gasoline/oil station and "hams" between boats primarily 15/7 meter bands. Records that he was a "Buddy" of Hal Craig during USN years. Hal Craig was the "Founding Director of the Society's Chanter III in Southern California.



WANTED: We would like to publish a story w/pix of all important stations of the world. Can you supply? We think it will be of great interest.

Historical UWT Station 'KE'



The sign on the front of the building reads . . . **UNITED WIRELESS TELEGRAPH**. The year was 1910 and the operator standing on the step is our member **CMDR. Clifton H. Watson - USN/RET**, Society Member 405-SGP. Call of the station was "KE". Clif "broke-in" with UWT in 1906/7 and was assigned UWT Station "DZ" at Portland in 1909 and part of 1910. Later he went to sea on the SS Chehalis, Dirigo, Senator and Humboldt - the last ship was the S.S. HUMBOLDT (HX and then WHX) of the White Flyer Line with **Joe Hallock** who incidentally took this picture.

Clif installed stations "PGN" and "UGN" in Montana and in 1917 became Assistant Radio Inspector in Seattle for DOC. In 1921 he associated with Joe Hallock and they are well remembered for products and service from their firm . . . **Hallock & Watson**. Clif retired from the Naval Radio Lab, San Diego in 1962. He now has amateur station K6WC.

ERIC LESLIE HAMMER - 304V "Les"

The following is taken from Bill Fitness (Canadian) Newsletter Dec. 31 1972: Les is the VCR Island Rep. and lives in Port Alberni, B. C. where he is Post Master. Last summer the Victoria Daily Colonist, Magazine Section wrote up a trip he and five other Port Albernians plus others made from the Gulf of Georgia to Northern Coast of B. C.. They trailered their power boats over the "hump" and launched them at Nanaimo.

Eric acted as Navigator and 'captain of the galley' with owner Fred Duncan, Skipper. Bad weather and some boats experienced serious engine problems but made the passage as far as Bull Harbour B. C. Hazardous to say the least and when they tried to cross the Queen Charlotte Sound, they really had a bad time with high winds and giant seas, so turned back, and all returned to Nanimo visiting small ports on the way.

Incidentally - Les operates VE7KU. He was on the S.S. EMPRESS OF JAPAN when it was bombed by the Germans off the Coast of Ireland on 11-9-1941. He has served on almost every CPR Coast ship of the 'Princess' Fleet then the SS EMPRESS OF RUSSIA/VGKW then the largest on the Pacific. GMLV was in Shanghai when WW-2 began so ship was transferred to British registry and became a troop transport, sailing from Australia, N.Z. etc. to England. They also evacuated women and children from Hong Kong and Singapore to Europe. Eric observed that after WW-2 none of the "EMPRESS" Ships ever returned to the Pacific.

HANLON, RUSSELL A. 299-P "Russ") LT. USN/RET.

Russ reports taking a voyage on the new T.S. HAMBURG in April - 30 days to the West Indies. Address now 33 Encline Ct. SF, CA. 94127. Amateur Call - W6KJ. Russ was at the USN Land Station, Queenstown, Ireland from 1918 to 1919. He served aboard the USS SOUTH CAROLINA in 1917. Reported the passing of his close friend **Kenneth E. Hughes (Ken)** who died April 6 1972 following heart surgery. Ken. was SWP Member No. 902- and had sailed the SS Admiral Farragut/WAF in 1927. He also was with the Fed/State Market News from late 1927 to 1950 with time out for USN assignment So. Pacific on the USS ARGUS/NOPY. Russ/s TPH: 415/335-0955. (30)

Hammel, J.H. "JF"
2290 Foothill Drive
Vista, California

"JF" spins this yarn. He started out learning wireless in the Marconi School, San Francisco 1911. After attending the school he got a job on the "SS Wolverton" followed by several freight and passenger vessels of the Admiral Line, Pacific American Fisheries, SS Redwood, SS Norwood, SS Lindsay, SS Firwood, SS Jefferson, SS Dolphin & etc.

Starting pay was \$30. a month plus room and board. "Board" was usually restricted to the petty officers mess adjoining the crew's galley and "room" was that portion of the ship of least use for anything else!

Most of the West Coast operators had a yen for Alaska and Joe was no exception. In 1913 he served aboard two lumber schooners and was on the SS Norwood when it went aground during a snow storm in the Inland Passage to Alaska. During 1914 he made his first voyage away from the North coast to Chile on the "SS Cuzco" with lumber, returning with nitrates to California. In 1915 he made a European cruise on a Grace Line ship and returned to Alaska service in 1917.

"JF" likes to recall the time Malarin called him to go out on the SS Francis Leggett. When he got down to the dock it was ten feet out with just a small plank across to the ship. The skipper said, "Come on get aboard." Joe wasn't about to cross on the small plank. Finally they tied a rope around him and got him aboard so they could sail. The Captain was feuding with him the rest of the trip. To make it rough on Joe, a bell was installed from the bridge to the radio shack which the watch had instructions to ring every half hour. To get some sleep "JF" disconnected the bell and locked the shack. Soon as they got in port he and the second op. walked off the ship.

On another ship the Captain hated wireless operators and took the chair out from the shack and turned off the heat. Joe spent the watches standing up wrapped in a blanket all the way across the Gulf of Alaska.

Things are different now. J.F. Hammel discontinued the operating for a purser job in 1937 until he quit the sea in 1947. He now only dreams of the sea relaxing on his chicken ranch in Southern California. Something most operators just talk about. he did it!

HARRIS, BUCKNER N. 684-SGP "BUNNY" (Edna)

We regret to report the passing of our good member "Bunny" Harris who died Dec. 9 1972 in Long Beach, CA. Good member **Ray Furlong** brought Bunny into the SWP back in Nov. of 1970. Bunny whose sine was "BN" started his service back in 1913 when he was assigned to the U.S.S. WYOMING-NMQ, then "Flag" of the Atlantic Fleet. He served on the USS OHIO/NIO and some 3 times aboard the USS WYOMING. Shoreside he worked NAU in San Juan and NAM at Norfolk. He was aboard the USS MEMPHIS when she sank, also for many years at NPG in the 12th Nav. Dist. "30" TO A FINE GENTLEMAN.....

Dedicated — to the men who "went down to the sea in ships" as Wireless Telegraphers — and all those who have earned their living "Pounding-brass" as Wireless or Radio Officers since the Days of Marconi.

"QSL" Card - Art

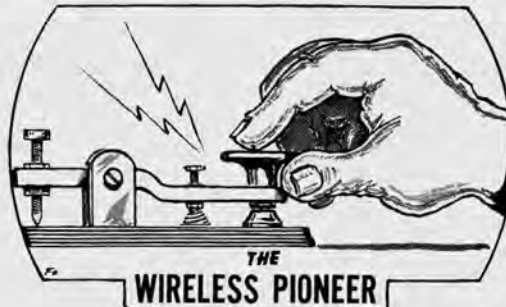


PERRY, STEWART S. "STEW" 295-P (Alice)

"Stew" has had license W1BB since back in 1914 - a long time ago. We thought his "QSL CARD" was quite unique to say the least and hope it shows up well reproduced. Stew started his 'sea-going' career in 1920 on the SS ATLANTUS and has shipped on the SS DORCHESTER, Sinasta, Dorothy Bradford, Camden, Candeb, etc etc. Present anchorage is Winthrop, Mass. A 'Down-Easter' ?

Comment on

"C.W."



THE WIRELESS PIONEER



Recently I have read a number of articles, letters, etc., re: the usefulness or uselessness of our "old fashioned", "obsolete", long gone dots-and-dashes 'mode' of communication. These again remind one how very easily it is to be misled when venturing carelessly or unwarily into controversial fields.

I offer the following comment not in the manner of argument but purely as information which I believe is both needed and useful in the debate of pro-and-con, the to-be or not-to-be of our CW "fists" and their future.

In the City of Hull, Yorkshire, England, 1927, I passed the Postmaster General's examination for what was then known as the "Certificate of Proficiency in Radiotelegraphy" First Class, issued under the provisions of the Radiotelegraph Convention held in London, 1912, which, incidentally, was the first and original convention of its kind dedicated to the purpose of bringing agreed-upon rules and regulations into the fast-growing and chaotic new field of worldwide telegraph communications called "wireless telegraphy".

This certificate qualified its holder to operate a wireless telegraph station on land and on board ocean-going merchant ships. I joined the Marconi International Marine Communications Co., Ltd., head of "Marconi House", London, the company founded by Guglielmo Marconi in 1900. My first assignment was as Second Wireless Operator on the Ellerman Wilson Line's passenger ship "Rollo", call signal ZLR, equipped with the Marconi 1-1/2 KW Assynchronous Rotary Spark Gap transmitter, a 10" Induction Coil Emergency transmitter, the 31-A Balanced Carborundum-Steel Crystal Marine Receiver with Long Wave Aerial Coil, a Marconi type L antenna slung-up between the ship's masts.

Since that year, for better or worse, before and after becoming a U. S. Citizen (I had to obtain the FCC commercial Radiotelegraph license), I have stayed-put in this job of "going-to-sea" for a living. You may easily imagine that it has been my privilege to live-along with and watch the astonishing progress of the budding infant christened "Wireless" into the ultra-sophisticated adult named ..RADIO Many far-reaching technical tests,

experiments and "ideas" were tried out during the rapid advance of the wireless industry from on board ships at sea. We were originally known as "Marconi-man", then "Wireless Operator", "Radio Operator", but it wasn't long before "all hands" on board ship tagged us, among other less affectionate names, as "Sparks". Today, I am by Act of the U. S. Congress officially entitled to and named . . . "Radio Officer".

The above personal background is mentioned only because I think it is essential to add some weight, you could say, to the information I have to offer in regard to our discussion about the "CW MODE".

At the present time, there are approximately 22,000 to 25,000 ocean-going ships comprising the world's Merchant Marine fleets (Military and navy vessels not included). Each Merchant Marine ship of more than 1,600 gross tons, whatever flag it may fly on its stern, is required by international Maritime Law (SOLAS, Safety of Life at Sea) to be installed with a properly licensed and adequate radio station and to carry as a member of its crew one or more trained and licensed Radio Officers.

These ship radio stations consist of, generally speaking a Main and Emergency Radiotelegraph A1-A2 transmitter, covering frequencies 512, 500, 480, 468, 454, 444, 425, 410 kHz (500 kHz is recognized by all nations as the International Distress Frequency), an H. F. Radiotelegraph A1 transmitter with "calling" and "working" frequencies within the Maritime Mobile "bands" of 4, 6, 8, 12, 16 and 22 mHz. Receivers, an M.F./V.L.F. usually termed the 'Emergency Receiver', an H. F. "all band" covering anywhere from 80-1300 kHz and 2-30 mHz. Radiotelephone transceivers for the 2 mHz ship-to-shore "band" (AM, 150 watts), V.H.F. Radiotelephone transceiver with channels 1 through 28 (156 mHz, 100-watts). Radars, a 10 cm and a 3 cm., short range job. Loran-C and a Radio Direction Finder. Portable Lifeboat Transceivers A1-A2. There is also required by Law on ships carrying one Radio Officer an Automatic Alarm device (Actuated by a series of dashes to ring alarm bells which "stands watch" on 500 kHz for Distress Calls when the operator is not on duty.



Transition in COMMUNICATION Modes

The minimum technical and legal requirements of a ship's station is decided and agreed upon by all nations concerned at periodical conventions held by I.T.U.

'CW'

The "INDISPENSABLE" COMMUNICATION MODE - MACLAREN

THE WIRELESS PIONEER

(Continued from Page - 41)

(International Telecommunications Union) last held in Geneva, Switzerland, each member administration being responsible for the adequate installation, proper operation and regulation of its ship's radio stations. A ship's radio equipment may be inspected at any foreign seaport by the local administration's communication authority.

The radio "traffic", or messages, telegrams, radiograms, within the world's Merchant Marine industry is a 24-hr. per-day, 7-days-per-week never-ceasing stream. To "handle" this traffic, in the early 1900's a system of "wireless coast stations" and "land stations" gradually began to take shape around the world, each developing and re-developing their available marine "services", "facilities", "Cable lines", "tariffs", "wavelengths", etc. Today, this system, as I call it, has through the years of trial-and-error experience become a highly polished and complex worldwide, international marine radio-communications "network".

It now consists of approximately 2,000 multi-operator, multi-frequency marine coast, or land stations, situated in all parts of the world, each individual station tied-in with the world's cable, telegraph, telephone, teletype facilities, plus their numerous associated services such as Medical Advice, Weather and Storm Warnings, Ship and Aerial Hurricane Advisories, Hydrographic Reports, Air Sea Rescue Ship Reporting, Propagation Forecasts, Coast Guard Aids, North Atlantic Ice Patrol Service, (AMVER), News Bulletins, Stock Market Quotations, etc., These stations are very busy places....

And today, in the year of Grace 1975, as in 1927, the dots-and-dashes of the CW signal sent by human hand and received by human ear is the radiocommunication mode used to "work", "move" and "clear" this ever-increasing load of traffic within the above described systems.

The only noticeable change in the "then and now" of this ship-to-ship, ship-to-shore, shore-to-ship and point-to-point traffic is the marked speed-up of the CW signals, the greatly increased volume of traffic, and the dexterous rapidity with which the traffic is moved. I add my small share to this bedlam of dots-and-dashes every day.

The CW code-speed used varies between 20 and 28 words per minute (WPM). To those of you who may be interested I suggest you tune around a few of the central coast-stations such as Chatham WCC, Amagansett WSL, Portishead GKS, Athens SVA, Bergen LGJ, Coltano IAR, Nordeich DAN S. Lys FFL, Scheveningen PCH, Gothenburg SAG, Bolinas KPH (San Francisco KFS, Hawaii KHK, Japan JOC/JCS, Hong Kong VPS, Rotterdam PCH, Canada West Coast VAE, VAI, VAK etc. Sydney Australia VIS,)* etc., all to be found in the Maritime Mobile frequency "bands" mentioned, or, if your receiver will make it, listen on 500 kHz any evening. The coast stations above "work" simultaneously within all the Maritime Mobile frequencies, or those frequencies chosen according to the propagation conditions forecasted. The high-powered U.S. Navy coast of land stations NAA, NSS, NPG, NPM, NBA, NLK, etc., numerous US Coast Guard radio stations "guarding" 500 kHz 24-hours-per-day, or busily engaged in "working" SAR (Search and Rescue) ship positions reported on the H.F. "bands", all use the CW mode. I might add here that I graduated from the huge Marconi-type desk-edge straight key, to the U.S. telegraph-type key, the so-called side-swiper key, the vibroplex "bug" key, and now I paddle an I. C. Electronic Keyer both professionally and as an Extra Class ham !

It may come as a surprise to many of you to learn that the world's Merchant Marine industry with its many associated services, including the world's military and naval vessels, to this day depend almost totally upon manual CW communications. And as yet, CW is apparently the only mode capable of RELIABLY "Handling the job". I would like to mention here that by the use of manual CW, combined with the ingenious "Q" code there is created the only successful practical UNIVERSAL LANGUAGE so far known to mankind... I've "talked" in it around the world the last 40 years.

The shipboard Radio Officer is "on watch" 8-hours-per day in the ship's radio shack, the ship itself may be in any of the world's oceans or seas, or sailing coast wise near any country with a sea-shore; in New York it may be midnight while the ship steams along in bright afternoon sunshine on the other side of the earth...in this everyday situation common to ship travel, with messages "on hand" to be "cleared, transmitted or received whatever the "condition of the band" may be, the ship's Radio Officer soon learns that the CW mode signal will "get-through" when all other modes of radiocommunication fail to do so. If the trained human ear is able to distinguish the difference of the dot and the dash of a signal, however mutilated, however faintly heard, then letter by letter, word by word, the message will be "cleared". This is really why the CW mode is still in use. To enable a signal to "get-through" regardless of QRM (interference), QRN (static), QSB (fading), poor propagation, the almost zero condition, our last resort, the only resort, is CW. It is the old reliable of radiocommunication.

Fully aware as we all must be of the rapid space-age advances in every field of Radio and Electronics, I do not believe at this time can, or should attempt, to cast out the CW mode from radiocommunications, certainly not from our Amateur Radio Service. CW is definitely not obsolete; we still need its proven reliability, its last resort "get-throughness", and its significant influence in our training as members of the communications family. In fact, I detect a false note somewhere in the title "Radio Operator" when a guy can't handle his code ... even our Astronauts know and can handle CW.

Finally, referring again to the world's Merchant Marine industry and its huge and busy radiocommunications systems, I see little chance in the immediate future for the change-over from the use of CW to the use of other modes of radiocommunication. The economic difficulties and problems presented by the elements remain with us, as yet to be overcome.

There is the pro-and-con debate re: the "spoken message" versus the "written message" based on the old business office motto "Don't say it - Write it!" I have, you could say, "seen them all", AM Radio telephone, SSB Radio-telephone, VHF Radiotelephone, etc., which all work very well when conditions are good, reasonably good, or fair. But when conditions are not good, or reasonably bad, or worse, they fail. It is not true that SSB "gets-through" equally as well as CW. It is true that voice-QRM is more often impossible to read-through than is CW-QRM. I do not, let me hasten to point out, claim or argue that the CW mode will "get-through" at all times; there are times of propagation condition in which radiocommunication as such is at zero, using any mode, any frequency. I have personally experience many a complete "black-out" of radio conditions in various parts of the world.

The much discussed system of communication satellites hovering in space to create a constant altitude F2 layer, etc., offers a fascinating and probably a "cure" for what ails our temperamental "Lady of Propagation", but that is another story.

(*) Added by Ye Ed.

MACLAREN, HARRY A. "JOCK" (Ethel) W5FGO 1111-P

"Jock" has spent nearly 50 years as a "Sea-going" operator. He has furnished us a wealth of material which we hope to bring in future issues of POC, YB, etc. He has been quite active Mobile Marine Amateur belonging to the "Maritime Mobile Amateur Radio Club - HQ, Houston Texas and a FB outfit for our members still going to Sea. If interested write Phyllis Riblet, W5CXM, 5627 Tiffany Drive, Houston 77045.:30





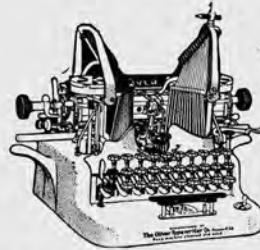
Jim Caldwell - 10-P

This picture taken over 50 years ago will be seen by Jim Caldwell for the first time when he views it here. He was on the SS PRESIDENT/WGP and paid Ye Ed a visit on the SS ROTARIAN while in Port at Seattle, Washn. Circa 1920. It was not developed until later, so never sent to Jim.

REMEMBER ?

.....The 'Sea-going' Oliver

Printype — **OLIVER** Typewriter



THE WIRELESS AGE

APRIL, 1914

**Get an Oliver
Typewriter!**

This offer places at your command a machine that turns time, energy and enterprise into the pure gold of success.

Thousands of ambitious graduates with the aid of Oliver Typewriters, have won their way to better pay and broader opportunity. This is the age of mechanical writing. The great world of modern business revolves around the typewriter. Typewriter operators are in demand everywhere. Our employment Bureaus in all the important cities are swamped with calls for competent Oliver operators.

Many "old timers" were acquainted with the OLIVER on a first hand basis in the early days. Portable typewriters were yet to be made. Many an operator bought this mill (advertised in The Wireless Age and other publications about 1912/1916). One could buy them for a few bucks down and Oliver would trust you... which was something few did in those days. Many a PX item was copied via Oliver. Note pencil at top right. NIFTY!



Anthony J. Spatafore - 434 P

"TONY" was operator on the S.S. Ecuador when this pix was taken in 1918. Call WBN. His first ship was the SS SIERRA WHJ. He also served on the PERU/WWJ OLEUM/WTD, NEWPORT/WWH, YALE/WRY, KFS & OTHERS. 1920/60 Plant Tech PT&T.



William A. Breniman 1-P

This was a pix of "YE ED" taken aboard the SS CITY OF LOS ANGELES/KOZC in 1928 on her first cruise around South America. The pix taken by Monroe G. Sommers who many an old timer will remember. It shows an "all-wave" receiver designed and built by Ye Ed. During this voyage, KPH was using H.F. for the first time and schedules had been set up to copy their sigs which was done solid down the West Coast of S. A. and through the Straits of Magellan and to about Santos. From there, there was a skip in sigs to about Trinidad B.W.I. The cruise trip was sponsored by the Honolulu and San Francisco, Chambers of Commerce, hence there were many notables aboard (many millionaires who thought nothing of spending several hundred dollars on a message to tell friends 'back home about the beautiful sunsets' etc.) Maybe you don't think the ops on KOZC, Taschner, Breniman and Sommers sweat a few gallon of blood trying to clear the hook every night, fighting QRN, QRM, etc. etc. The CityofLA was the former German SS AEOLUS. Many an East Coast operator probably sailed her to River Plate Ports from N.Y. Ye Ed visited her for the first time in Buenos Aires when moored to dock aft - little dreaming that a few years later he would be in the same harbor on her but home-ported on the West Coast.

THE WIRELESS PIONEER

Newspulse



HARRISS, CAPT. ROBERT C. 890-V "BoB" (Charlotte)

Captain Bob dropped us a line to inform us of his new amateur call ... K6VY. He was on the SS WASHINGTON STAN DARD and writes . . ."Right now I am in the middle of the Gulf of Alaska, heading into a strong northeast blow and rolling around considerable. Enough to make this typewriter skip a beat. Reports two months shoreside but now QRD Cook Inlet from Barber's Point. Off due to operation to XYL (we hope she is all shipshape now). Reports Glenn Wolfe 933-V is Radio Officer on the Standard. Reported that when they were along side dock in Cook's Inlet last trip, Glenn had taken his transceiver ashore to check on shore power because of hum in ships AC lines. Just before we broke the lines he was about to come aboard. Didn't know whether to tell him to drop the set and jump himself or to toss the set to me and stay ashore. Sez ... "but for an old man he was lively and we got both the transceiver and radio op aboard before the lines parted. Never gets dull in Cook Inlet, always something happening, usually undesirable. Bob first went to sea as a 'radio gadget' in 1932 on the USS COLORADO/NECR but after a few years took a withdrawal card from ARTA (1938), went on deck as AB, put in necessary time for 3rd Mate License and up to Master on S.O Tankers.

HARDEN, GUY R. 282-P "Guy" (Leila)

"HN" has done a lot of yeomanwork for the Society, resulting in quite a few members joining SWP. This old-timer has spent much time on the "Lakes" starting with the SS CITY OF BUFFALO/WFQ back in 1920. He operated at WCY-CLEVELAND and WBL-BUFFALO as well as a long tenure at WLC-ROGER CITY, MICH. Not all time on the Lakes however. Highlight was an assignment in PRETORIA, South Africa with the U.S. Embassy. Guy recalls some of the old timers... H.C. Looney of Bethesda, an old time friend on GL ships circa 1922; Capt. Chas. E. Beile, USNR/RET of Mt. Holly, N.J. OT Navy friend; G.G. Benson of Jackson, Miss who used to sail the Lakes. Hal Ruff of Marinette Wisc who also sailed the lakes. Jas. C. Matheny K6MI of Pomona, CA. another "Lake" operator Robt Ugel who worked with him at WGK in 1945-64 who now lives in St. Louis. "HN" was assigned to WGK at Granit City, Ill. for 19 years. Asks to list Tph. No. 517/734-4117 which we missed in last issue. Sends best GL & 73 to all old friends.

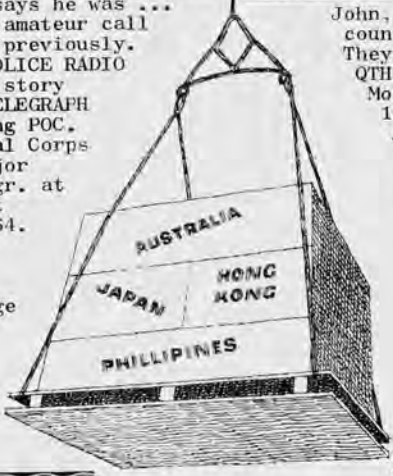
HART, HOWARD T. "HT" 585-V

Howard says that in reading the last NL that he learned that he sure missed a lot in staying ashore rather than going to sea in the 1930's. Howard says he was ... an "OATMEALBOXER" back in 1917. His amateur call today is W8BCG (1947) He held W9KEN previously. Howard is one of the pioneers with POLICE RADIO and has furnished a very interesting story titled ... INTER-CITY POLICE RADIO TELEGRAPH NET. We plan to publish it in coming POC. During WW-2 Howard was with the Signal Corps and later Capt. in the Air Corps. Major with USAF in Korea and until 1964 Engr. at Air Research & Development Command at Wright Field. Howard retired in 1964. Anchor - Xenia, Ohio.

WHOSE STUPID ?

Sparks returned aboard with an outrageous looking new hat. When shipmates ask him how he could possibly have bought such a hat, he explained:

"The Salesman put it on me and when I saw myself in the mirror, I looked too stupid to argue".



HATZELL, ALBAN F. 742-PA "AL"

Al reports that he is now a 'dry-lander' working as a Chief Tech. for local cable TV at McAlester, Okla. He moved since last directory so address is now: P.O. Box 267 and Zip 74501. Tph: 918/426-0694. Al sends along a number of fine ideas, - one as follows:

"It has been suggested that someday there will be a shortage of CW ops. Most people today think code is no longer used. A good Society project would be to prove they are wrong. Go down the dial, pick out the various services using code, and show that there is still some romance and excitement in the dots and dashes!"

Thinks the Society could use good "publicity" to advance and we acknowledge, AMEN! What we need is members who will take time out to get the job done. We do not feel the "Madison Avenue" approach is necessary, but it is hard to contact all those eligible. Our best avenue in "building membership" in through members carrying the ball and working on those they know to be eligible. The larger our membership roll, the greater potential we have of carrying out worthwhile projects, and there are many that we feel the Society could well sponsor. TU OM. Al sends 73

HAVET, HUGO W. Jr. 328-PA "Hugo"

Hugo sends 73 from the "Sandpile. By Sandpile, he means SAUDI ARABIA. Perhaps Saudi Arabia does not hold a corner on the earth's sand... there is a little down Sahara way etc. However, all is not sand - there is a bit of oil underfoot and that of course is the reason Hugo is there - with the Aramco outfit. He says the 'host' countries ate putting pressure on the oil companies to get them out by forcing up the percentage of revenues they demand. Eventually it will be impossible for them to continue to operate. In a sense, the "cream has been all scooped off!". Says the YB is a 'terrific job'. Problem is the time it takes en route to the Near East.

HAWKINS, VIRGIL J. 725-PA "VJ" (Donna)

"VJ" ask" could the Society use a few stamps ?" and our reply..."YOU BET!" A week or so later comes 135 fifteen-centers! How about that ! Of course we couldn't use them on many letters unexcept where we waxed verbose and had to use two eight-centers, so we just flipped an extra once center on and called it good. VJ was with the 7th Fleet, USN along in 1944 and assigned NPO, NAB etc. Amateur Call is W0MNL and his anchorage is KANSAS CITY, MO. Virg has agreed to take on the job of organizing Chapters for the Society.

HAYES, JOHN F. Jr. 979-PA

John, who hails from the "Heart of America" country writes to give us a COA and CO/ACL: They are as follows: New Call is K0JGL and QTH is 6004-B East 152nd Terrace, Grandview, Mo. 64030. John was USNITC Bainbridge, Md 1953, Comserpac, Pearl Harbor 1960 and on Admirals Staff, COMASW GRU ONE PACFLT 1964 Now radio-tech. King Radio, Olathe, Kan. 73 to old friends.

RECOMENDED FOR MAL DE MER....

As soon as the ship approached rough seas the Scotsman asked what he could do to prevent seasickness ? Have you a shilling ? asked the helpful captain ? "Yes" replied the S.M.

"All right," said the captain, Now hold it between your teeth until we land."

This is always an effective remedy. We recommend it highly.

La Dolce Vita

The Era of Fantasy, Whim & Caprice

MR. SPARKS AT SEA

By Raymond F. Guy

Reprint from Radio News 1922

After graduating from a certain well-known school of wireless telegraphy in New York I knew my unqualified success was an assured fact, that I would be paid fabulous sums for visiting all of the great and sundry ports of the world and my services would be forever in tremendous demand, because I read it in a magazine.

Forthwith I sallied gayly into the static room of a not unknown Wireless Telegraph Company in the vicinity of the school, with my shiny new first grade license in one hand and a huge and loudly ribboned smellerino in the other to keep pace with my new high position in the world. Was I sitting on the World? Ask Dad, he knows.

"Dave," well known around that office in those days as one who had to be outwitted to get into the Presence Supreme, spotted me as soon as I had made my entrance triumphant and immediately ushered me into the aforementioned Presence Supreme, Mr. John Jones, Hirer and Firer of many, many operators.

As I entered the office he was intently absorbed in a game of Dominoes with the office boy, but immediately I was announced he paid the boy his twenty cents and turning to me, greeted me with his widest and most ingratiating smile and bade me be seated in the comfortable morris chair, after which he presented me with a dollar cigar and told me had been informed by Mr. Rally that I was soon to be available, inquired what ship I wished to make my ocean-going Debut on and the salary I wanted.

Knowing that the salary of other operators was Two-Hundred Dollars (\$200.00) a week for a start and not wanting to make them jealous, I modestly offered to give my services for this trifling sum. I could see his eyes light up like a brand new audion and he actually seemed to purr all over, his smile widening every minute.

"And what ship would you like to make your maiden voyage on?" he asked, very anxious to please.

"Oh," I replied, "several days ago I decided to make my first trip on the *Lake Frugality*, because of her extremely comfortable and roomy operator's suite. No ocean-going hack will do. She must be nice and comfortable in the heaviest seas and the food must be of great variety and beyond reproach." He positively beamed all over because I had told him what I wanted.

"You know," he replied, "it is indeed a relief to find an operator who knows what he wants so that I may please him. I will arrange it immediately," and suiting the action to the word he feverishly seized the nearest telephone and called a number. After a period of less than a minute I was startled out of my attitude of extreme boredom at these tiresome details to see him slump forward in a dead faint.

"Aha," thought I, "he got the right number the first time." I made a mental note to reprimand the black hearted corporation which would startle so gently a soul thusly and summoning Dave, we administered the First Aid that no school is complete without. He soon recovered consciousness and I noticed the poor fellow bracing himself against another such shock (which I felt was quite unnecessary). At length he completed the arrangements and turning to me very ill at ease and embarrassed he apologized profusely.

"Oh, that is all right," I said kindly, "I am sure it will never happen again. When did you say my taxi would arrive?"

At length the Packard which he summoned arrived and he and Dave escorted me out, first insisting that I take all of the remaining cigars, which I was loth to do, naturally. Returning, they carried out my trunk for me and after a touching farewell, with many requests to write to them, I ordered Julius to the ship.

Well, since I wasn't paying for the taxi I informed Julius at the wheel that he could drive as long as he wanted, as I knew he would anyhow, but he would have to give me half. This settled, I sank back luxuriously and contemplated. How easy it had been. In a few years when I had seen the whole world, I would buy a farm in some Province, New Rochelle perhaps, like all old salts, and raise Tuna Fish Sandwiches.

My meditations were rudely interrupted by a great clamor and almost drowned out by a band which was playing, "Behold the Conquering Hero Comes." I sat up dazzled and almost swallowed my cigar. We were at the dock and this was the ship's company assembled to greet me and do me homage. Needless to say, I was surprised and delighted.

I alighted, first fixing up the little prearranged matter with my versatile and altogether extraordinary guide and informer, and was greeted by enthusiastic hand shakes and cries of "Vive Le Sparks, Long May He Wave." The Captain, a slightly built

(Continued on page 46)

MR. SPARKS AT SEA

Continued from page 45

and sickly looking soul of about six feet four and weighing two hundred sixty or so, routed the smaller fry and with his red underwear showing most promiscuously, took my arm and we started up the dock at the head of the gleeful crew.

A description of this beautiful garden spot may not be amiss at the moment. About as long as a rope and as wide as a landlord's smile it was truly a Godsend to downtrodden firemen and mess boys. Two luxuriously appointed Tennis Courts with a free soda fountain at one side were surrounded by beautiful beds of pansies and forget-me-nots, while at the shore end was a lounge room for the coalpassers fitted up with rare oil paintings and draperies, truly a haven for them and their friends.

Going aboard on the escalator the gentle Captain escorted me to his suite, explaining at length that he had moved out so that I would be more comfortable, but that he had not had time to move all of his stuff. I told him it would be quite all right if he would attend to it without delay and not to feel badly about it.

Calling the stenographer who had been provided for me, I jotted down the ports I wanted to visit, the alterations to be made, and servants I would require, as advised by Mr. Jones. This done I called my staff of flunkies and gave them their instructions as follows:

"Now men," I said kindly, "I will breakfast at 11:30 in bed, my shoes are to be shined and uniforms pressed with the gold braid shined daily. Assisted by you I will arise and get a time tick for the night watchmen (mates) to set the clock by. At the end of each watch you will waken the watchmen and engineers so that they may go off watch. In the afternoon I will see the movies which were brought aboard for me and have lunch immediately afterwards. Golf on deck at three, perhaps a little Tennis and Bowling and Billiards in the evening, followed by a light lunch of Almonds, Soup, Fish, Fowl, Beef, Salad, Olives, and Celery, Pie, Cake, Ice Cream, Coffee and Liquors. At ten I will get a time tick and dictate some press from the stock of newspapers I brought aboard. If I feel so inclined I will get QRUs from fifteen or twenty ships and broadcast some news and weather from my newspapers followed by a conversational hour with all my friends and will then be ready for assistance to bed."

In all fairness I must state I never saw a more willing retinue, my slightest wish was their most imperative command. Need I narrate the happy days between New York and my first port? I believe one incident will suffice.

Up to eleven thousand miles I had been in touch with my friend John at WSE, exchanging choice bits of gossip and incidentally sending in the messages which the lowly Captain had humbly requested me to send in, but on this particular evening the static was tremendous and my feeble quarter kilowatt would not span the knots even with my skilled handling.

To digress a moment, a few choice excerpts from my operators' hand-book, "Brasspounders' Guide," on static and diverse matters will not be amiss. They run like this:

"I am sure the large majority of my enraptured readers have a shouting acquaintance with our friend static, although modesty forbids revealing what is shouted. For the fortunate few who have never listened to this balm, a few vivid descriptions will be given.

"Static is the concentrated essence of all that gives otherwise normal wireless men a wild look about the eyes and sends them up and down the decks seeking something to chop with a fire axe. It is the cause of the flower of our young manhood spending half of Pop's income for new expensive apparatus hoping to smash the world's record and then almost immediately ad-

vertising it for exchange, so if the prospective young radio enthusiast sees an Ad running something like this, 'For exchange, Complete Modern Radio Outfit for one Soap Bubble Blowing Outfit, Address Distracted, c/o Padded Cell,' let him beware for 'tis better to buy a motorcycle and get dead all over.'

To the rushing newspaper business at all docks immediately before sailing can static be traced directly, so if one sees an otherwise breezy individual drag Mike the Newsboy behind a crate and do rushing business, he may not be alarmed for it is only Sparks getting his first two weeks' press.

I am sure other literary gems also mention static more or less briefly, but if an extensive treatise is desired you should buy my book, without which no home is complete. It contains sign language for operators speechless with rage, a list of stock press items which are never questioned, twelve pages on how to act when going aboard a ship for the first time, and so on. A few gems follow:

"When meal time approaches, draw a chalk line outside the wireless room door and with spiked shoes tightly laced, get set. When the mess boy rings the bell get a good start and if you don't slip you will get a fairly good meal, but remember the competition is very keen."

"When the Captain files a message insist that the anchor be dropped so you may get a good ground. He may not want to do this, but do not let him fool you."

"When a goodly accumulation of laundry is at hand to be washed and ironed, approach the Chief Engineer and diplomatically suggest that he do it. This is the usual and time honored custom of the Chief showing his appreciation for Sparks blowing his fuses and perhaps burning out his generators in his private research work, for the advancement of science. If the Chief is ill or indisposed the Chief Steward is always willing to oblige and show his appreciation of Sparks eating all of the food in the ice box, a place where all good operators of normal health love to roam."

"It is customary for all Radio men to take with them some musical instrument such as a pair of dice, a banjo or mouth organ, but we specially recommend the saxophone, because the Captains love to hear the heavenly charm of this instrument continually playing the scale. In fact, he gets so that he is going along about one note ahead of the earnest Sparks. The saxophone can be heard all over the ship and tends to popularity, so is to be desired as funds are often thus raised to buy accordions, parrots or something of the sort."

"An interesting experiment to perform and which never fails to give a thrill and valuable experience is to connect the transformer terminals to the primary or to the generator line and press the key. Interesting results invariably follow."

"To put some spicy humor into the daily press, some witty remarks such as 'The editorial staff notices that the Captain has not shaved for four days now, we come to the conclusion that he is saving up for a hair cut all over,' are recommended. This always brings the attention of the busy Captain to the Wireless Department, especially on passenger ships."

Returning to my narrative, I sent my cabin boy to the Captain informing him that it was impossible to get the message off and what was he going to do about it. Almost immediately he bustled in, the personification of sympathy, assuring me that the message was of secondary importance and asked me if I wouldn't be helped to bed after my strenuous efforts? The look in his honest blue eye was touching to the most hardened hearts, so I consented.

The close of my narrative is the moral

ALWAYS BELIEVE WHAT YOU READ

because no breathless goggle-eyed tale is complete without a moral.

THE WIRELESS PIONEER



Charles E. Maass - 580 P

MAASS, CHARLES E. 580-P "Charlie" W2RTV

This is a pix of "Charlie" taken in 1926 aboard the SS. PRESIDENT JEFFERSON-KDOT. Many miles (or knots) of ocean have gone by since this pix was snapped. Last report was datelined London on Thanksgiving day when Charlie had his pix snapped alongside a guard in a red jacket standing in front of a small building with an "ER" at the top. Think that the guard was trying to suppress a laugh. Charlie says London ... cold but sunny.

Earlier this year Charlie reported the death of our fine member, DAVID L. BROWN 647-P who died at Duke Hospital in North Carolina. Dave had entered to have a pace-maker operation, had a relapse and was there for a week or so. It may be known to some that Dave has furnished us with a very fine article on "LIGHTHOUSES OF THE WORLD" which we plan to print in coming PORTS O' CALL. It is well illustrated and we are anxious to get it in print as sort of memorial to this wonderful fellow. Charlie helped to copy some of the lighthouse pictures from his wonderful collection.

Forget if this year or last. Charlie had the misfortune of having his near new "Toronado" totalled. Kids hit him broadside at 40MPH. Charlie sez he always remembers a couple women talking -- one said; "When I'm in the dumps -- I get a hat" -- The other gal said; "I always wondered where you got them!" . . . So I went out and bought a new Fleetwood and drove it off the floor, Charlie sez.

Charlie has volunteered to try and get a Chapter started in the New York Area with the help of Ed Raser and Howard Cookson. Charlie will be the organizing Chairman. It will be known as the ELMO PICKERILL CHAPTER in honor of one of the best known radio operators on the Atlantic - Chief of the S.S. LEVIATHAN/WSN-WSBN. Charlie was with Elmo from April to Dec. 1927 and again in 1928. Charlie is anchored at 37 Haddonfield Road, Short Hills, N.J. 07078 with Tph: 201/379-4986. If you live in or near New York, why not volunteer to help Charlie get the Elmo Pickerill Chapter started, if not as an officer, at least as a member. To you "West Coasters" Charlie did quite a bit of time on the W.C. aboard such ships as the Wapama/WMG, Oleum/WTD, Cuprum, Pres. McKinley, H.F. Alex, City of Panama, Manulani, Adm. Schley, Ruth Alex, W.S. Rheem, India Arrow (to name a few). Also Operated Leo J. Meyberg's station KDN for a spell back in 1922. While working in his garden Aug. 13th last summer he blacked out, fell hitting head on concrete walk. Nearly 100% recovered now he says. Have a nice item in the Newark Evening News on Aug. 19th by W2EKU (fine write up). Also attended AWA meeting in Washington in October. "MS" sends 73 to all his old friends.

YOUR TIME BANK

If you had a bank that credited your account each morning with \$86,400, that carried over no balance from day to day, and allowed you to keep no cash in your account and every evening cancelled whatever part of the amount you had failed to use during the day, what would you do? Draw it out of course.

Well you have such a bank and its name is "TIME". Every morning it credits you with 86,400 seconds. Every night it rules off, as lost, whatever of this you have failed to invest to good purpose. It carries over no balances. It allows no overdrafts.

Each day it opens a new account for you. Each night it burns the records of the day. If you fail to use the day's deposits the loss is yours. There is no going back. There is no drawing against the "tomorrow". You must live in the present -- on today's deposits. Invest it so that you'll get from it the utmost in health, happiness and success.

- Exchange.

HAZLETON, RALPH L. 11-P (Danae) K7AG

Ralph ask us to send a copy of the 1971 YB to Al R. McGee who lives over in Langley, B. C. (Call VE7BFV). Regret to mention that both the last Year Book and last Newsletter were completely exhausted. While "Mac" hasn't joined yet, we hope he will as he is qualified. Guess we mentioned that Ralph had worked on a 'retread' after many years with CAA/FAA. He retired as Station Manager at Nenana, Alaska in 1967. Ralph's first assignment was aboard the USS MARBLEHEAD/NGK back in 1915. After the war he shipped on out many commercial jobs including the Willamette, West Kadar, West Nivaria, Eastern Sailor West Nomentum, Dewey, Adm. Sebree, MS Boobyalla, West Cadron, California, Wisconsin etc. Then a tour of over 30-years for the CAA at various stions in the Western USA and Alaska. Ralph says he was with Bill Davis up in Alaska (a wonderful chap) also with Frank Schafer. After re-tread he also worked short stints at KEK as RJ while Johnny Lind was Chief. Sends 73 to all old friends



"YOU'VE BEEN WITH THIS STEAMSHIP COMPANY A LONG TIME ... I NEVER FORGET A FACE."

Folkman • WBAF

SWP

DEDICATED — to the men who "went down to the sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio operators since the days of Marconi.

THE WIRELESS PIONEER

HAYWARD, EDWARD E. 886-SGP "DING" (Ruth)

"DING" sends along some early day pix of Station WSC Siasconsett, Nantucket, Mass of circa 1911's. We will endeavor to print elsewhere in this NL2. Included are interesting pix of the SS BOSTON which with sister ship SS NEW YORK took the place of the SS BUNKER HILL and SS MASSACHUSETTS after WW-1 on the overnight NY-Boston run. Incidentally, the Bunker Hill and Mass. replaced the SS HARVARD & YALE in 1911 when these ships went to the West Coast. The Boston and N.Y. ceased operations in 1941. Another pix of interest is of the SS BAY STATE, (KRE) Ding's first ship in 1913. It was running opposite the SS RANSOM B. FULLER between Boston and Portland. She ran aground in a thick fog in 1916. She was a side-wheeler and owned by the Eastern S.S. Co. Also of interest to member Edw. Dingley is a pix of Ding taken aboard the SS GOVERNOR DINGLEY in 1914 with Frank Justice who was also Wireless Operator on the ship. Ding also served in the USN during WW-1 on the USS Malay, Talofa and Long Island. He was instructor at the Navy Radio School in Cambridge, Mass. in 1918. QTH now is Auburndale, Mass. Call - W1PH.

HEIMBERGER, RAYMOND E. 418-PA "RAY" (Janet)

Ray informs us that he was "laid off" at WLC - Rogers City, Michigan the Fall of 1971 and has moved to the new following QTH: 3674 Stoer Road, Shaker Heights, Ohio, 44122. Tph: 216/991-7399. He is now Systems Specifications Engineer for the Gould-Clevite Co. Ray and wife Janet still have their place in Rogers City and have enjoyed long week-ends up there this past summer.. Ray won a Hygain Triband Quad at a Hamfest in Muskegon, Michigan this spring but says the neighborhood he lives in won't 'tolerate' same, so sold it. Sends 73 to all old friends. Ray was on the Laker, SS North American/WTBA in 1957 and from 1964 to 1971 at Station WLC, Central Radio at Rogers City, Michigan.

HENRY, CORWIN R. 119-SGP

Corwin reports a new anchorage - where Captain Dollar used to live, ie: Rossmoor. QTH: 1163 Running Springs Road, Manor #8, Walnut Creek, CA. 94595. Corwin started in amateur radio in 1907 with call "SZ" (before licenses). His first Pro. assignment was on the S.S. WILLAMETTE/WSW in 1912. Received his COS Feb. 29 1912 from R.M. Fawell as tested on a "Slaby Arco Set". Corwin has sailed many WC ships including the Yale, Lurline. In the USN he was aboard the USS SATURN, PROTEUS, etc. Celebrated his 79th Bda last Fall and now 'working' on his 80th. Our best goes with you Corwin. Hope you have many more. This 'charter member' of SWP sends 73 to all his old friends.

HENRY, EVERETT G. 121-P "EV" (Charlotte)

This old-timer and Charter Member of SWP was elected Director of the Otis Moorhead Chapter (IV) last fall at Oceanside. Now W6AP, he was W3BG and 7BQ back in 1922. First ship was the SS ROBIN GRAY/KOXT in 1923. Since then he sailed many ships until about 1936 when he joined FCC and with them until retirement in 1970. Close friend of Bill Clyne was perhaps somewhat instrumental in EV and good XYL Charlotte moving to Vista, CA. where he lives at 350 Beaumont Dr. 92083.



New Marconigram Sign Displayed in the Telegraph Offices

These "MARCONIGRAMS" signs were issued and displayed in their Telegraph Offices in 1914. This one was taken from an old issue of The Wireless Age - August 1914, which advertised the new signs and decals.

HERMANSON, (MRS) ELSIE H. 685-PA "EL"

"EL" is our FIRST female member. Her first assignment was with Press Wireless in New York in 1942. She is the wife of member FLOYD who is also a member (572-V) of the Society. Unique in that we have few "MAN & WIFE" team members who belong. Says her first introduction to radio was on the SS Seminole of the Clyde Line whose Op. J. A. Richardi later became a 'ham' (W3GOR) at her suggestion. She found a local boy to 'teach her the code' though he said . . . "Girls can't learn that stuff!". You can never say that to ME!..Of course the local boy was Floyd - the OM. They even had a "ham wedding" with W4CQJ and W4CQK (husband and wife) as witnesses. EL was W4CQL and Floyd W4ASA/W4ZZQ. Said she enjoyed mention of old Wireless PX friends Benny Suter and Joe Chapman . . . the speed demons! Hubby Floyd started seagoing on the SS ALLEGHANY/KFGA in 1934 and sailed many ships to 1938 when he went to work for PANAM and with them 12 years as flight and G.S. Radio Operator. The Hermanson's send 73 to all old friends.

HESS, CHARLES H. "Charles" 688-V

Charlie, who needs little introduction to the marine or airways gang is really . . . "our kind of guy!". Quoting from a recent letter . . . Bill . . . Let me know if I can help with ANY PHASE of SWP records, membership, correspondence, etc. Ready & Willing!!! Thought the 1971 YB was a 'splendid job'. Reports a new anchorage which is: 1507 Vernon St., LaGrange, Ga. 30240. Tph: 404/822-2215 Charles started on the SS NANTUCKET/KQN in 1926 and has been 'pounding-brass' ever since (one way or another) not to exclude amateur radio W4POV. SOS/CQD'er, on the Socony Tanker MAGNOLIA aground in the North China Sea in 1936 with aviation gas leaking out all around. Charlie recalls hearing an unidentified ship sending SOS when he was at TUCKERTON/WSC in 1930. At the time, the Bdc. Stations were required to go off the air during distress periods. Charlie says the incident almost lead to a Senatorial Investigation of RCA. Charlie was one of the fine operators with the CAA/FAA and held several important supervisory positions in their system. Of late years he continues to pound grass at WAX (1966-71). Sends 73 to many friends around the world.

HILCKEN, HANS H. 711-SGP "HANS"

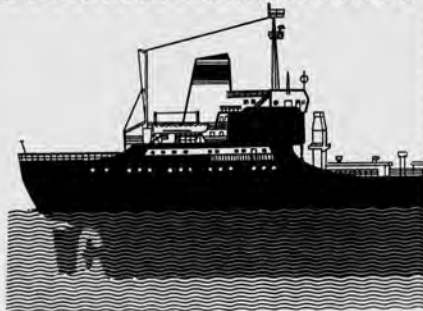
Good member, Frank Atlee reports that Hans, now 84 years old had a rough year last year. He was hospitalized twice, the first for intestinal troubles and heart attack and shortly thereafter knocked down by a panel truck driving in his Trailer Park by a 15-year old boy w/o the owners permission. He was knocked unconscious and barely escaped death but did receive a bad gash in his leg requiring many stitches. Hans started on the SS HORATIO HALL in 1907 and has a very long career at sea. He also worked Cape Hatteras HA in 1911. WLC New London, WCI at Newport, WSH Buffalo and Chatham WCC from 1945-57. Hans eyesight has been failing in late years. We are all hopeful that this old-timer is out of drydock and will enjoy many more years of good health.



Richard "Dick" Johnstone (1894-1972)

'TANKER- TALES'

By "RJ"



NOTE: The above picture is one taken of our late Pres Emeritus in 1917 at KPH as Chief Radioman USNRF. Picture furnished through courtesy of our good member Sam Corpe (29-SGP). Dick served at KPH from 1914 to 1917. The following article "TANKER TALES" was written by Dick about a year ago for our column. It is included in this edition as sort of 'memorial' to this wonderful Society member who gave so much of himself in the foundation and building of our fine organization. W.A.B.

There follows herewith a treat for your memories IF you are interested in early Pacific Coast oil tankers, and the WIRELESS. In alphabetical order, so not to establish dispute, are listed some of the old-time tankers of the:

ASSOCIATED OIL COMPANY
COAST OIL TRANSPORT CO.,
STANDARD OIL COMPANY
UNION OIL COMPANY

Most of us are familiar with the "T 2" type of oil tanker, engines, boilers and stack far aft. Navigational bridge forward of admidships, with cargo oil tanks both forward and aft the bridge.

But, we are not talking about modern tank ships . . . this has to do with the "early birds"- the pioneer oil carriers. Oh say from 1905/1912 or so.

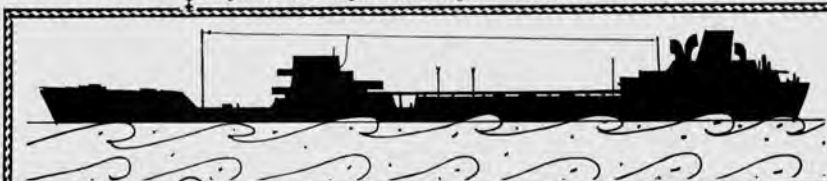
Many of the early tankers were converted from cargo ships. Their engines and boilers were amidships, half way between bow and stern, and their former cargo holds were fitted with tanks, vents and pumps.

These tanks were from side to side, port to starboard, athwart-ship. There was no space provided for under-deck passageways, and on many it was necessary to go on deck to get from the bridge to the fore and aft quarters, including the all important dining room, or mess-halls.

In rough weather, rain, snow and wind the slick deck was a problem, as the early types did not have "cat-walks". A three foot high steel cable between you and the deep blue sea, was your life-line.

When fully loaded with cargo oil this type of ship was "down deep" and the decks were awash continually. When the tanker was "light", that is unloaded, higher out of the water, the improvement was appreciated.

Accommodations on these revamped vessels were not very "fancy". Crew quarters, both deck and engine departments were located forward, port and starboard respectively. The galley and mess-rooms were amidships, and of course the men had to go on deck, use the hatch ways and companion ways to have their meals and return



"TANKER TALES"

The deck and engineer officers and the wireless man were usually housed in the after end cabins. Deck dept on the port side and the engineers on the starboard. The "ward-room" was usually in the center. Each cabin had emergency coal-oil lamps, and voice speaking tubes between bridge and engine room.

The food was good and plentiful as the tankers were in port along the coast every few days. We had a small refrigerator. The compressor was driven by a steam engine, which usually quit its job once a week -- just before Sunday, the one day a week that ice cream was on the menu. Our week and Sunday dinner was usually chicken and dumplings or lamb curry with rice.

These old "made over" ships had a limited supply of fresh water. A bath was something you looked forward to . . . when in port. You could wash your own underclothes in hot salt water, then bathe and rinse your clothes in your half-bucket of fresh water. I can still remember the scratchy card-board underclothes.

For recreation, those off watch could play catch with five cent baseballs. At least ten a trip went overboard. Boxing was another "joy" for those off watch, and sometimes it would turn into a little more than play.

Our Captain was a great sport fan and figured that his 18 year old wireless operator had all the ear-marks of a champion boxer. But "sparks" had different ideas, and after a couple of teeth were knocked out, gave up as champion.

Prior to the year 1910 only a few passenger vessels advertised as follows:

" OUR SHIP IS EQUIPPED WITH WIRELESS "

Most of the tankers were already equipped with wireless and doing a good job of ship to ship and ship to shore wireless contact. All those early day tankers had 2 KW United Wireless or Massie Wireless spark equipment with the motor-generator right in the wireless room, and the wireless "shack" as we called it was usually located in the wrong place aboard ship, over or close to the propellor.

These were two big mistakes, as the receiving equipment in those days were crystal type detectors, carborundum, silicon or galena, and signals did not come in any too loud. Therefore, the noisy propellor and the noisy motor generator did not help reception. Our ear phones did keep some of the exgernal noise down but not out.

An ideal tanker installation would have had the generator down below deck and the "shack" well forward of the engine and propellor. To prove this point, the more modern tankers which followed were so equipped.

The tankers in those days generally had more electric power available than the small passenger ships and lumber schooners, therefore tanker operator's were called upon to relay messages to the coast stations, especially the 8 PM position report of ships at sea. This was called the "TR" position report and was published in all Pacific Coast newspapers.

Tanker life was very different from that aboard passenger or freight vessels. It took some time to get accustomed to the smell of the oil cargo. Every day for one month I was seasick. Our Captain, without fail, wanted the sport news and being seasick missed not only the sport news but everything sent by the coastal news station. "Listen to me Sparks" he said, "Put this bucket between your knees --- instead of going to the rail, throw up in the bucket --- so you won't miss the news !"

Here is a listing of some of the early Pacific Coast oil tankers. Their first two letter calls, their 1912 wireless call. The names of some of our members who served on them in the early days. Also included are a few "candid camera" descriptions of these tankships . . . I hope you enjoy it as much as I did to write about it. (Next Column)

HILLCREST-KPH



THE WIRELESS PIONEER

This is the little shack at HILLCREST, on the outskirts of San Francisco - early home of KPH where many of the pages of early wireless history was written.

ASSOCIATED OIL COMPANY

SHIP	ORIG. CALL	1912 CALL	OPERATOR/S
SS ROSECRANS	BM	WTL	+ L. Prudhont
SS W.S. PORTER	BD	WTM	Ray Newby
			L.J. Tappan
			Jos. Baker
			Fred Mangelsdorf
SS J.A. CHANSLOR		WTK	Geo. Hubbard
			J.L. Slater
SS WM. F. HERRIN		WTN	L.J. Tappan
			J.L. Slater
SS FRANK H. BUCK		WTO	J.J. McCarthy

COAST OIL TRANSPORT COMPANY

SS CATANIA		WTI	+ R. Johnstone
SS ASHTABULA (British)		GKC	+ Jack A. Miche

STANDARD OIL COMPANY

SS CAPT A.F. LUCAS	GB	WTV	+ Tom Appleby
			Frank Geisel
			Jerry Whittaker
			Elmer Carlson
			J.L. Slater
			C.F. Concannon
			Ray Newby
			Geo. Mackin
SS COL. E.L. DRAKE	P5	WTS	+ H. Jagers
SS ATLAS	GN	WTT	Frank Geisel
SS RICHMOND		WTR	+ Reggie Baer
			R. I. Colbert
SS EL SEGUNDO		WTQ	+ Leslie Combs
			E. Garrette
SS ASUNCION	GM	WTX	+ H. Jagers
			+ E. Fabian
			J. Parachini
SS MAVERICK	GH	WTW	Cliff Nichols
SS BARGE 91	GD	WTU	Bill Erick
			Bill Breniman
SS GARGE 93	P6	WTY	W.A. Vetter
			E.G.Osterhoudt
			Frank Geisel
SS BARGE 95	GP	WTZ	+ Carl Soderstrom



Ah, SO!!!

● If you were in a crowded room and heard someone exclaim . . . "AH SO" . . . you would immediately know that it was Dick Johnstone! It is a Japanese expression much used in the Orient meaning "how true" or something equivalent.

TANKER TALES: RJ. (CONTINUED)

UNION OIL COMPANY

Bark. Erskine M. Phelps	WTA	+Edw. Jorgensen
SS. ARGYLL	WTB	Butler Osborne
		J.L. Slater
		Jim Chambers
SS LANSING	WTC	+Sydney J. Fass
SS OLEUM	WTD	Lee O. Fassett
		F. Mangelsdorf
		Jim Chambers
		+E. Fabian
		Tony Spatafore
SS ROMA	WTE	Jim Chambers
		Thad Hanson
SS SANTA MARIA	UM	WTF
		H.C. Grundell
		C.R. Ferguson
		L.J. Tappan
SS SANTA RITA	US	WTG
SS WASHTENAW	UG	WTH
		+Sydney J. Fass
		+E. Fabian
		WPOO
		George Farmer
SS WHITTIER		WHT
SS PECTAN (British)	UW	MAS
		+Haraden Pratt
		John Sabo
		+Henry Dickow

UNKNOWN REGISTRY

SS CADO KSK Roland Colbert
(+) Deceased. Note: It is realized listing is incomplete (add Bob Bernhard to SS E.L. Drake).

Some of the above named ships and their operators are due for additional interesting comment, such as----

BARKENTINE ERSKINE M. PHELPS (WTA) of the Union Oil fleet. A full rigged sailing ship. A sight to behold enroute from Honolulu to the mainland. This sailing ship was equipped with a 2 KW United Wireless non-sync rotary spark. Her operator was Edw. T. Jorgensen, formerly of the SS SIERRA and SS NORTHWESTERN. "Jorgie" was with me at KPH station and passed away in 1916. It was interesting to hear him

tell about his sailing ship days. They would be becalmed a thousand miles or so off the Coast of Cal. On his galena detector he copied ships in the English Channel, seven and eight thousand miles away plus Orient and S. America Stations. No engine noise, no vibration - like being up in a balloon. Xmtg was something else. The Barkentine's rigging absorbed most of the 2 KW output and the signals would entirely fade away, then bound back almost instantly. It was difficult at times to copy in solid sentences, let alone a word at a time.

The three STANDARD OIL COMPANY barges, Barge 91, 93 & 95 were equipped with wireless in 1905. Our member Bill Vetter sailed on Barge 93 a long way back (1909). These barges were towed by the SS ATLAS, E.L. DRAKE, Capt. A.F. LUCAS and later by the SS EL SEGUNDO and RICHMOND. The SS RICHMOND towed Barge 95 around the world several times in 1913 or 1914. Do not recall the exact dates.

In describing the Union Oil tanker's SS SANTA MARIA and SS SANTA RITA, the word 'UNIQUE' comes to mind. Here were two tankers, alike as peas in a pod. over 400' in

length, with twin funnels, thirty odd feet in beam and capable of making about eight knots with a 'following' sea. Both had United wireless equipment. Lee Fassett told me it took 14 days on the Santa Rita from Oleum to Honolulu.

The Union Oil Tanker OLEUM was a squatly ex-dredge with 54 foot beam, and a bow and stern that looked alike, and her Captain was usually ask . . . "which way are you bound" as ships would meet her at sea.

Three of the early Associated Oil Company tankers, the SS W.S. PORTER, the SS J.A. CHANSLOR and the SS WILLIAM F. HERRIN were of the "T-2" type. Each had a 2KW UWT set. These were the 'highest-paying' jobs on the Coast at the time - FIFTY DOLLARS a month!

The Union Oil Tanker "WASHTENAW" before her conversion was a U.S. Army freight transport and served during the Spanish-American war. She was equipped with UWT instruments. First call was "UG". Society's first TREASURER Sydney J. Fass was operator on her in 1911.

The little oil tanker SS WHITTIER of the Union fleet was on a run from Port San Luis to Oleum. One night at sea and one night in port. Operator Elvyn Livesay was well pleased with the short run. Livesay passed on in Honolulu in 1965. The WHITTIER at the time he was operator signed WHT being the only tanker with a call which did not include the letter "T" in the middle. Like WTA to WTZ although there was no record of WTJ and WTP.

One of our deceased members, Cdr. Thomas Appleby was operator on the tanker SS CAPT. A.F. LUCAS on the E. Coast in 1909 when her call was "GB". Tom held one of the very early "CERTIFICATES OF SKILL IN RADIO COMMUNICATIONS".

You will observe the following names of operators, while not members of SWP are included as tanker operators. Without a doubt each and every one would have been a member, as they all are very well known to most of our members. . . so in respect to their memories, my story of "TANKER TALES" includes the following names:

Lawrence Prudhont	John Sabo
John F. Parachini	Elvyn Livesay
Edw. T. Jorgenson	Carl Soderstrom

S/ Richard Johnstone

HIRSIMAKI, ELI N. 787-PA "ELI" (Gertrude)

Eli write from Conneaut Ohio that he 'loves' the historical documentation of the 'wireless' era and the exploits of truly brave and self sacrificing men who go or have gone to sea. This SWP publications contribute to the magnificent compendium of history... and will continue to chronicle such material. Eli says

he still spends most of his time in the Real Estate business but hopes some day after retirement that he can offer us a hand in one way or another. Eli operates W8GR as his time permits. He was on the usamp, Gen J.M.Schofield/WBAY in 1942. (Army mine



layers for coastal defense). This was during the high submarine activity. Later he was sent to Africa and Italy where he help rebuild RADIO NAPOLI * RADIO ROMA.

HOLLAND, JOHN K. 818-P (Irene) VE3BOJ

John, who has been nominated for Director in Eastern Canada reports a very interesting experience during a trip to Europe this past summer. Arriving in Amsterdam May 7th, European Director Cor Glerum PA0GL dropped in to see him. Said they had a most interesting evening talking about everything - radio and wireless included. The evening passed all too quickly. Though "COR" was certainly a wonderful host and appreciated the fine gesture on Mr. Glerum's part in taking time out to look him up and call at the hotel. This is one of the great benefits in belonging to our fine "INTERNATIONAL Society of professional code-men.



SAFE PASSAGE

Old Timers Navigation By Wireless

A True Story By

"Sparks" W. Hollis Hoffman

The use of the crackling, non-sync spark gap on many Steamships in the 1913 era, resulted in many ship officers calling the Wireless Operators "SPARKS". Captain Nelson, master of the 21,000 barrel tanker, the SS TOLEDO, made regular trips from Marcus Hook, on the Delaware River, near Philadelphia to Sabine, Texas, bringing back crude oil. The SS Toledo was a typical tanker with her boilers, engine room, stack and poop-deck at the stern and the pilot house, deck officer quarters and Wireless Room up forward. Midship decks had only a chain for a railing and were only three feet above the water line when the ship was loaded. Tempestuous seas washed across the midship decks when the weather became real rough.

Captain Nelson was small of stature, had a tanned, weather beaten complexion with bleached-out, red hair. He was a typical Swede but spoke good English. His manner was not over-bearing and many times he seemed friendly but he generally kept aloof from most of the other shipboard personnel.

The SS Toledo was equipped with "Wireless" for the convenience of the Steamship Company and therefore employed one Wireless Operator only. The hours of duty were not specified but all outgoing messages were handled and all shore stations contacted for any possible incoming messages. Frequently during pleasant sailing Captain Nelson would come to the Wireless room, throw himself across the bunk and talk with "Sparks" concerning all kinds of trivial subjects. He seemed to need a conversational outlet.

All oceans can be extremely rough at times. Few spots of the ocean or sea can show more fury than the great Atlantic Ocean in January. Spark, wireless equipment on ships like the SS Toledo (call KTV) had a possible communication range of two or three hundred miles at best. Direction finders had not yet been invented.

On one trip back north with a full load, in January 1914, Captain Nelson, as he passed the Jupiter Light on the eastern Florida coast, set a course for the Diamond Shoals Lightship - a lightship stationed about twenty miles off shore from Cape Hatteras, N. C.

All ships sailing north, must go around the famous light ship before changing course to a more westerly direction in order to reach Norfolk, Philadelphia or New York. To mistakenly get inshore of the Lightship means certain doom. Soon after leaving Florida's Jupiter Light, the SS Toledo encountered heavy weather. The loaded ship could make only five or six knots per hour. At this rate, the Diamond Shoals Lightship was about five days away.

Captain Nelson had an excellent record as a navigator but the storm continued severe and there was absolutely nothing on which to take a sight. The waves looked like mountains and visibility was limited to one or two boat lengths. Each engineer on duty, continually grasped the engine throttle and closed it frequently as the ship's propeller lifted out of water with the passage of each large wave under the ship. On the fifth day the storm still raged. Skipper Nelson had not removed his storm togs all the five days and nights. At the end of the fifth day, the Captain developed a strong intuition that he had missed the Lightship and should change course to the Westward. If he did so and his intuition was wrong, it would be disastrous for the ship and crew.

Sparks was sitting with the head phones clamped to his ears when the Wireless room door opened. There stood the Captain. He said: "Sparks, - how near are we to Cape Hatteras?" The only measure 'Sparks' had was by judging the loudness of the Hatteras signals. Sparks hesitated, then replied: "The Hatteras signals should be a little louder when we get nearer." The Captain shook his head undecidedly and without replying, left the room. He was hardly out of sight when Sparks received a signal so loud that it seemed it would burn-out the sensitive spot on the crystal detector. The ship sending the signal had to be very near. Sparks called the ship and asked if they knew their position. A reply gave their accurate position as they were bound south from New York and had a few hours previously, passed the Lightship. The data showed the SS Toledo to be about 70 miles south of Diamond Shoals. Sparks, with glee, hurriedly took the information to the Captain. He listened, then said: "... It can't be!" "It can't be!"

Captain Nelson neither gave to, or accepted from, other ship officers, any suggestions concerning navigation. He seemed to reason, - Why now, should he listen to a young "Whipper Snapper" referred to as "Sparks?" However, he did not change course. After another torturous night, pitching and rolling, the storm finally abated to the extent that things became visible a few miles distant from the ship. Dawn broke, and there in plain sight was the Diamond Shoals Lightship.

That morning, "Sparks" returned to the Wireless room after getting breakfast. Soon thereafter, the door opened. It was Captain Nelson. He said: "Sparks" ... you were correct concerning our position, last night.

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HOFFMAN, WILLIAM HOLLIS 128-SGP "HOLLIS" (Kate)

Hollis started his professional wireless-telegraphing back in 1913 when he was assigned to the SS INDIAN/KKI OF THE Merchant & Miners Line. In addition to early day assignment on the SS TOLEDO he also worked the SS EL RIO and was assigned to Virginia Beach (WSY) in 1914. From 1917 to 1917 he was assigned to an USNRF "Listening station" and the Bureau of Standards. Early amateur call was 3BT in 1912. Present call W2WJ. Says if we like this 'story' he will send us more, including a 'close call for lightning'. Hollis is one of our Charter members. His current QTH is Cherry Hill N.J. Sends 75.

RADIOTELEGRAPH STATIONS OF THE U.S.

The following was furnished by our good member Andrew C. "Andy" Clark who is Editor of FLORIDA SKIP. The paper states that there are currently 18 American land-based RT stations handling Personal and Business messages to and from aircraft, ships on both high seas and Great Lakes and N.A. waterways. Of these, the owners have applied or proposed to shut down six. The proposed closings seem rather inconsistent since traffic count is up nearly 50% and gross revenues have increased 68 percent. Observations: Tankers pay best. Pgr shippers require too much 'spit and polish'. Combo cargo/pgr is the best compromise. Only a handful of pgrs. and not enough to be a nuisance.

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HOLZENBERG, EUGENE V. 720-V "Gene" (Grace) WB6PFO

Gene sent us a very interesting article published in the San Diego Union by Marine Editor Jerry MacMullen who has furnished us material before. The lead line asked the question . . . "DID 'MAGNETIC' STORM LASH TWO SHIPS?"

An SOS was sent out at 4,20AM on Dec. 18 1914 by the A-H big freighter Isthmian southbound with a full cargo of California products for N.Y. She had piled up on bleak San Benitos, just north of Cedros Island and about 300 miles south of San Diego. L.H. Slocum who incidentally was Gene's boss on the USS ELLIOTT DD146 back in the 30s was on watch at NPL. In those days they were using an 1-P-76 receiver with perikon crystals.

During the time the Cruiser West Virginia and destroyer Perry were called, the Isthmian had been able to back off but not long after she struck again and again pulled off to eventually reach San Diego with 26 feet of water in No. 1 hold.

Only two days later the SS ARIZONAN of the A-H line also saw searchlight beams sweeping the sky at Natividad Island, just south of Cedros and when they got there they found the mortally wounded SS MALAKKA. Her radio had evidently become disabled. They found she had crashed ashore on Dec. 18th only about 40 miles from the spot where the Isthmian had struck the same morning. Both vessels had been far east of the courses they thought they had been steering. The question which has never been answered . . . was both wrecks due to a fantastical abnormal onshore set of the currents that night or . . . was it due to, as some suggested, a "magnetic storm" that bedeviled the compasses of both ships? In those days the magnetic compass was universally used.

A few years later came widespread use of the gyro compass, and radio bearings and the fathometer were added to the navigator's tools -- but the improvements came too late to prevent that doubleheader shipwreck in the San Benito-Cedros-Vatidad sector, more than a half century ago.

Gene reported that he kept contact with Slocum for many years but that he died several years ago in San Diego. His widow still lives in San Diego.

Gene ask . . . "Have you ever been told over the air to "Try sending with the other foot?" Gene says he has and he is still burned up about it!

Gene started his sea-going in 1927 on the USS SHIRK/NUUV on many ships and a tour of duty at NPU. He was in the battle of Midway on the Carrier Yorktown.

Gene reported the death of his brother Jacob who was also a member of the Society (695-V) back in Florida on Dec. 24, 1971 of complications. He was also a Navyman on ships, NPC, NPF etc., and in later years served the CAA mostly in Alaska. Brother "Jake" was also on the USLHS ROSE at anchor at Bandon Harbor, Oregon when the town was completely destroyed by forest fires. NPF and the Rose handled all traffic for 3 days. They rescued 5 fishermen adrift in Grays Harbor off Destruction Island in 1935.

HUBBARD, GEORGE S. 41-SGP (Bea)

George reports a new QTH: 1400 Meredith Ave., Space 55 Gustine, Calif. 95322. In the 1968 issue of PORTS O' CALL we published George's account of the sinking of the Pacific Mail Liner, SS ASIA/WWT (Pages 19/20). George has lost his copy and would like duplicates. All we have left here is our Library copy. If anyone can furnish George a copy of the story of the wreck which occur-

red on a ledge just south of Formosa. George started his professional career in 1910 on the SS FALCON/WRF. He was at one time District Manager, RCA in Seattle. He served at "PH" with George Baxter, was Shipping Board Insp. during WW-1 in 13th Navdist. Also at Pearl Harbor when the Japanese came in. Quite an active life for this old charter member of the Society.

HUBBARD, IRVIN W. 164-SGP "IRV" (Pearl)

Regretfully we have not no word lately from Irv. However brother George says that Irv celebrated his 80th birthday in June (still just a kid?). Anyway, we wouldn't miss mentioning Irv, because he has done a lot for the Society and especially members in the Southern part of Calif. He helped to organize the OTIS MOORHEAD CHAPTER (IV) and was its first Director. Last year he made arrangements for their annual meeting at Oceanside and continues his interest in the Society and its members for which we owe him a big vote of TU.

HUGHES, KENNETH E. "KEN" 902-V (DECEASED)

Ken reported about a year ago when he joined SWP that . . . "I am proud to finally be a member... why I did not join right at the outset i'll never know". We were sorry to receive report of his death which occurred April 6 1972 at Merced, Calif., of heart surgery.

Ken was one of the pioneers with the CALIFORNIA, FED-STATE Market News Service, Ptp Net back in 1927. He was at Control Station SFO, Started as KMN, then KGII and finally KRG. Ken served at the other 8 stations as RJ. In his last letter Ken mentioned that the FCC withdrew the States five frequencies in 1955 and the service went to twisted pair. It was perhaps one of the last of the high speed manual CW circuits in the United States. In later years after retirement, Ken and XYL Vivian became 'full-time' trailerites.

HUGHES, ROBERT M. 712-P "BOB" (Orpha)

Bob started his professional seagoing career on the WHITE FLYER ... SS HUMBOLDT/WHX back in 1923 with Capt. Baughman. Said he was on the "City of Para" with Capt. Holland. Since the Para was sailing under the Flag of Panama, Bob has a Panamanian Radio Operator's license (complete in Spanish). Besides his hobby of being an 'armchair' politician he says his primary hobby would have to be a ... "MANANA SPECIALIST"!

HULEN, ALLEN D. 555-P "AL" (Fritzie)

All says he broke the 'Code Speed' barrier back in 1925 when he joined the USN and as a result was assigned to the USS OMAHA/A6P. Navy assignments included NPE at Astoria, and then a long tour of duty in the USLHS,CAA (now FAA) from Chief of field facilities to Chief of Communications in Alaska, finally Alaskan Regional Manager and then to Europe as Deputy Chief of the CAA's International Region with Hq. Bruxells. Retired from FAA in 1969 after nearly 45 years government service. He now spends summers in Alaska at Lake Wasilla and winters in Arizona at Sun City with new QTH: 16018 Nicklaus Lane, Zip 85351 and phone 602/977-7725. He and XYL 'Fritzie' have a 25 foot 'Chinook' Motor home for their land-cruising around the country. Al says in addition to belonging to the SWP "International" organization, he is also a member in good standing in the "International Order of Old Bastards". SRI Al, we can't find it listed in the WORLD ALMANAC along with the Society of Wireless Pioneers. Maybe they havn't kept up their dues? Sends his 75 along to all old friends.



HUNTLEY, FRED E. 385-PA

We appreciated receiving a copy of the 1931 CALL BOOK from Fred plus a book of sea-going poems by CHARLES SHORT. We would like to print some of them but so far unable to contact him for the necessary permission we like to obtain. Our good friend Hal Craig has also made some effort on our behalf. Understood that Short now lives in Japan. Fred was former ROU representative in S.F. Also thanks to Fred for a pix of "KPH" circa 1911. SOS/CQD'er on the SS ANTIGUA/KDCJ in 1941 when they collided with a Liberty Ship 6H out of Honolulu. Incidentally, the name of Short's book of poems is "PORTHOLE PRATTLE". If anyone QSO, we would like to contact. Fred sends '73'

HYDE, STANLEY E. 345-SGP "STAN"

We regret to report the passing of Stan's wife a year ago (12-31-71). Stan and Charlie Lee have made several trips up to see and visit Edward D. Stevens, one of our grand old members (379-SGP) who started professionally back in 1905 on the USS CHICAGO. Ed. is in a Convalescent Hospital at Yucaipa, Calif. (13542 Second St.) and would enjoy hearing from other old timers. Hard for him to write now but at his age, your letters would do much to cheer him and make life enjoyable.

Stan, who still operates his amateur station K6LJ is one of our 'old timers' also starting out in 1911 on the SS CABRILLO with UWT. He is a member of the SOS/CQD'ers Club, having sent the distress sig. from the USS MILWAUKEE on Jan. 13 1917. He operated at Terminal Island with UWT, San Pedro in 1911 when its call was "PI". We are glad to report that Stan has attended nearly all if not all the reunions of the Society in Southern California. Says he likes the publications we have been putting out - they bring much pleasure to many of the old timers. Sends 73 to all.

HYDE, NORRIS E. 1114-PA "SCOTTIE" (Harriet)

"SCOTTIE" joined the Society this last fall. He lives up at Sicomau in British Columbia. Says he hopes to contact some of the gang on the CW nets. His call is VE7AIC. Scottie was with the RCAF as WEM 1939-1944 and then with DOT 1944-53 in Marine Radio and Aeradio services. Short marine assignments on the M/V Midnight Sun and the B/C Star, also at VAI with DOT. QSP by Jim Kitchin. After leaving the Department of Transport in 1953 Scottie bought a ranch and 'pioneer' style, is clearing the land. Built a saw-mill to cut lumber for barn and buildings - quite a challenge but worth it Scottie says. He is located on Mara Lake which is in the Shuswap Lakes area in the Okanagan. Sends '73'.

HOLLIS, EDWIN M. 1061-V "ED" (Alice)

We are hopeful that our good member Ed K4CN will take over for Frank Atlee down Florida way since Frank has been ill of late. Ed should make a real good CW man for Florida and the SE for SWP. QTH: Rt. 2, Snead Island, Palmetto, Fla. 33561. He took the SS ANNETTA/WEDP out in 1930. Many Navy assignments. Ed sent us some pix which we would like to print but unfortunately we lost the text - perhaps by next issue we can bring them

A BIT OF REPARTEE BETWEEN THE "HIGH & THE MIGHTY".

Ralph Folkman reports that about Sept. 10 1923 while on duty in the 'wireless' shack of the SS SEEANDBEE, I was asked "QRA?" -- to which he quickly pounded out ... "This is the GREAT SHIP SEEANDBEE." (after all, EVERYONE KNEW the SEEANDBEE was the largest and most luxurious cruise ship on the Great Lakes at that time). Thumbing through the call book, Ralph learned his inquiring friend was the SS LEVIATHAN, who by now had added, "The great WHAT?" Ralph said, realizing he was outweighed in every quarter, he cut short his QSO with ... "Forget it."

SPEED KING WITH A TWIST.

Our new member JOHN ELROD not only can copy CW with ease at 55 WPM (or more) but he can also copy RUSSIAN code on a Russian mill. He was formerly Chief of an intercept unit of the Government. This recalls that John E. (Doc.) Waters W6EC and Spark-gapper 221 was an expert on the KANA CODE. He was on Guam when the Jap 'party' ended. John is SWP Member 1109. He set up many monitoring units for the U.S. Government.

WIRELESS

See where the wired antennae rise
To catch the whispers of the skies ---
The words that startle into flight
Across the day, across the night.
Over the myriad leagues of space
They speed to their appointed place ---
Each finds its own attuned pole,
Its one inevitable goal.
Even so our whispers from the pen
Fly out to find the souls of men,
To quicken in a nobler birth
All spirits to the ends of the earth.
Go forth, O winged words, and take
Sweet comfort to the hearts that break --
Go out with joy upon the trail
Give courage to the hearts that fail.
Go forth, O winged words, and shine
To make the dim world more divine ---
To fire all hearts to serve the good
And build the dream of brotherhood !

Furnished by Edwin Markahm in World Wide Wireless, 7/21.

WALL CERTIFICATES

Wall Membership Certificates up to and including No. 1111 have been printed and furnished members.

CALL BOOKS WANTED

The Society has great need for CALL BOOKS, mostly those of Commercial/Government stations and ships. We are at present using several call books loaned to the Society by our good Commodore, W. Earle Wohler. These include listings of the years: 1916 - 1919 - 1920 - 1923 - 1924 and 1931. These are in one bound volume. Earle would like them back when we can release them but they have been in almost constant use. Should any of our members have CALL BOOKS they would care to contribute to the Society's Library, we would appreciate them VERY MUCH. The dates above included plus ANY BOOKS BEFORE 1920 or after 1920. We do have 1929, 1931 - 1932 (Land) 1958, 1965 and 1966 on hand plus the 1914 and 1915 YEAR BOOKS. We do publically THANK EARLE (W6FS) for his generosity in loaning these books over the past several years. They are in almost daily use for reference.

THE HORN SPEAKER

THE HORN SPEAKER

P. O. Box 12

Kleberg, Texas 75145

We would like to give a little 'plug' for a friend of the Society by the name of Jim Cranshaw who edits a publication titled ... THE HORN SPEAKER. This publication issued 10 times yearly features ANTIQUE RADIO & PHONOGRAPH NEWS. If

you have or want such equipment, Jim might put you in touch. Anyway he has given us quite a few 'plugs' in his paper so we appreciate it and encourage members to drop him a line.

SPIRIT OF LONDON

The new P. & O. 17,000 ton liner left Southampton Nov. 11th 1971 for Madeira, Barbados, Grenada, Martinique, St. Thomas and San Juan. The ship was fully booked, many reservations made several years in advance. She is scheduled to operate from the West Coast of the U. S. on cruise schedules.

LASER LIGHTHOUSE

The world's first LASER-BEAM lighthouse has been installed at Point Danger Australia. It is only 7-1/2 feet high, yet the light beam is visible for 22 miles out to sea and only uses 200 watts of electricity at a cost of less than one third of the conventional lighthouse.

WORLD'S LARGEST TANKERS ORDERED BY SHELL FRANCAISE.

Chantiers de l'Atlantique, Saint Nazaire has given orders for two 550,000 DWT tankers for Shell Francaise to use between the Middle East and Le Harve and Marseilles Fos, with Rotterdam a possible third discharge point. Each tanker will cost about \$75 Million US. They will be 1570 ft. long. Scheduled delivery 1976. French Operated

IRELAND, NOBLE H. 834-P "DUKE" (Minnie)

Several letters from "Duke" during the past year. He has been on the GO! First in early 1971 on the SS AMERICAN APOLLO/KEOD and then later on the SS "THE CABINS/WSUD. John Elwood reports visiting him aboard the Apollo (U.S. Lines) in Long Beach in June 1971 - very impressed with new Comm. equip (mostly RCA and some Collins Gear). Duke reported from Hong Kong... said HK, Yoko and Kobe all 'good ports' for the seaman. Says quarters on the SS THE CABINS/WSUD are fine - located on the boat deck next to skipper's quarters. The following quote takes us back a bit: "We have had fog since daylight, now visibility is about 500 feet there has been a lookout in the bow all day. We have all the aids; radar, fog horn, RDF, fathometer, VHF, Rdo telephone needed to go on in and that is what we are doing at our best speed of about 15 knots. Duke started in the brasspounding biz seriously back in 1925 when he went to sea on the USCGS BEALE/NCL - stayed with the CG 8 years than tried out the CAA for a shore-side job. He says he came down with "CHANNEL FEVER" ... so back to sea and the BIG SHIPS ! Duke has furnished SWP with the names of many prospective members and some of them have joined. Thanks and 'happy sailing' OM. 73.

IRVIN, JAMES D. 854-PA "JD" (Evelyn) WB5EJH

"JD" reports assignment on the SS TEXACO RHODE ISLAND. He is a member of "TROA" (Texaco Radio Officers Assn.). JD has furnished us the assignments on some of the Texaco ships (1971) which were as follows: WHO'S/WHO: (All ships have prefix "TEXACO", ie: SS TEXACO CALIFORNIA - S. Fox; GEORGIA - M. GILES; ILLINOIS - G. PELOSO; KANSAS - H. BOYD; MARYLAND - D. BELL; MASSACHUSETTS - J. CASELLI; MINNESOTA - H. ADAMS; MISSISSIPPI - E. LABRY; MONTANA - T. MORENO; NEBRASKA - P. GARDNER;

NEW JERSEY - A. ARMSTRONG; NORTH DAKOTA - E. STETSON; RHODE ISLAND - Z ELKINS (SENIOR OPERATOR); WISCONSIN - W. COSTELLO; WYOMING - C. BASKIN. "JD" reports that almost his entire sea-going time has been "TANKERS"... "JD" says he notes that Eric Coburn is one of our members (704-P). Said he used to be FCC Inspector in Beaumont and all of the 'gang' liked him very much ! (We must say that our good member Eric has an impressive record). JD offers to help SWP in any way he can although 'at sea' most of the time. Sends 73 to all of his old friends.

IRVIN, JOHN C. 674-P (Jeanne)

John is another member of the TROA. He started professional brasspounding back in 1915 on the USS CASTINE and later was on the USS Louisiana, Nevada, and Wyoming with spark equipment. He was with Capt. Herbert Hartley on the SS PHILADELPHIA for the American Line when war was declared.

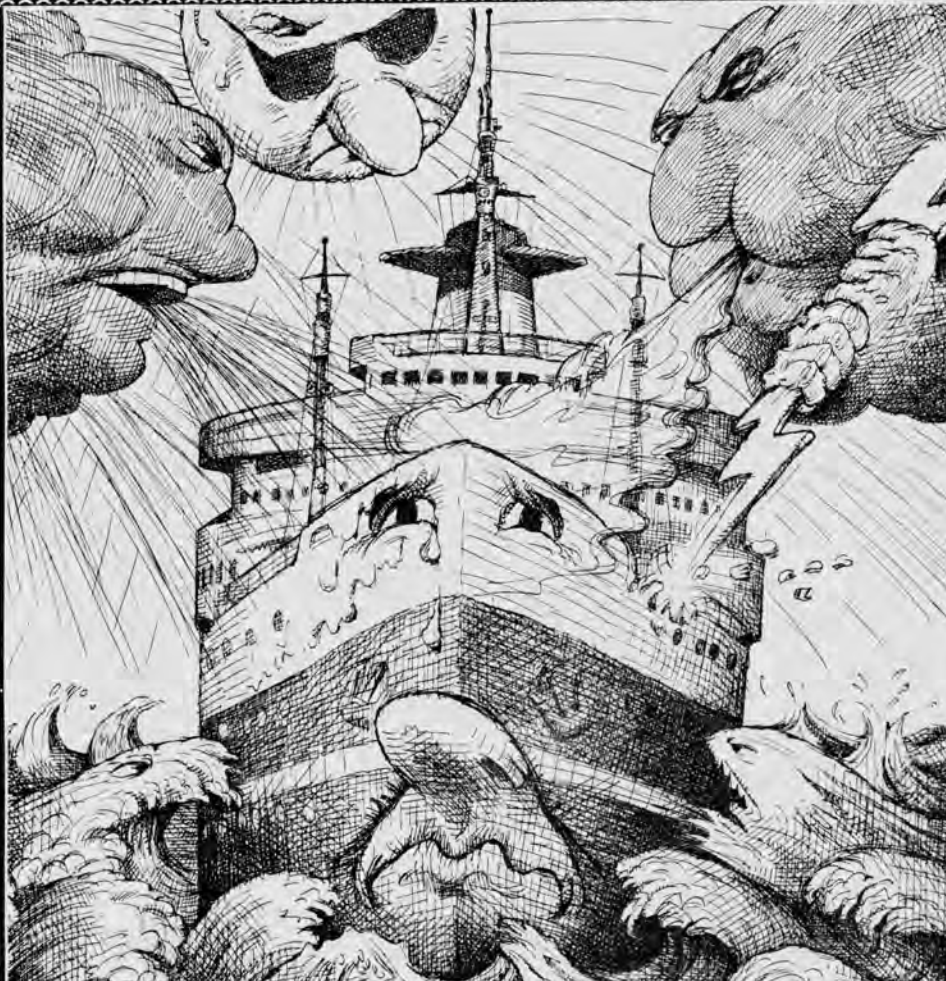
One assignment John likes to tell about it his tour of duty on the SS VITRU VIVIS which was a "CEMENT SHIP" which was sunk at Normandy Beach as a block ship. The VITRUVIUS was the FIRST cement ship to cross the Atlantic - January to June 1944. John also spent 35 years with one line - P. & O. in the Caribbean. Director Pete Fernandez sponsored John for the Society.

We're always being urged to tell the truth, but nobody wants to hear it.

If you drink a "fifth" of Scotch a day for 1,200 months, you'll live to be 100 years old. Health Hints.

....Foghorn Philosophy

THE WIRELESS PIONEER



You don't have to sink a ship to kill it.

The Elements Rage

I found the drawing at the left in a late issue of the Marine Engineering Log advertising ICI America products (Alloprene Coatings) very intriguing so wrote and received permission to reproduce it for our members. I couldn't help but think of Shakespeare when he said . . . "We are but poor naked wretches...that bide the pelting of this pitiless storm" Even in terror we can not help but marvel at the infernal beauty and majesty of the rampaging forces of nature.

While the winds and the waves claw at our vessel, not to overlook heat, humidity and other elements which require the owners to be on constant guard, I could not help but think that there are other elements which must be reckoned with in order to keep a ship from being killed.

It is the process that goes on in the minds of men ... competition, status of world trade, changing modes of travel and interest of the public. Working conditions of officers and crew. Returns on investment by owners. All have a significant impact on the health of a ship - in addition to its physical condition. Few can defy progress for very long.

CLOSED CIRCUIT
- TV -
CAPTAIN'S QUARTERS
TO RADIO ROOM



WHO SAID SOMETHING ABOUT THE NEW
SOPHISTICATED CIRCUITRY ?

..... J

JARBOE, WILSON T. JR. 678-P "BILL" (Jane)

Bill says that he has left the 'Gypsy Trail' and has let go the anchor down in the Ozarks with the "Hill-billies" on a small 'spread' (1/3 Acre) at 1020 West Willow St., in Rogers, Arkansas - 72756. Can even be reached by twisted pair, just dial 501/636-9144. Says all is tranquil. No longhairs, hippies or kooks around to blow his cool. Always a neighbor kid to mow the lawn and the Post Office will 'hold' the mail if you want to wander off a bit on the side roads. There are trails leading to the higher mountains or greener valleys. Says he's a long way from Salt Water but will probably be content until the first warm Chinook wind of Spring fans down from the Northwest then the 'rabbit feet may return and he'll hit the trail again with XYL Jane and the station-wagon!

Director "Pete" Fernandez who sparked Bill into joining SWP says that Bill has a lot of history in his log book relating to Aviation Radio. Bill started with PANAM in 1930 and has spent 40 years with them. The experiences he has had would fill several volumes and as an added incentive - the stuff would be interesting to read as he was one of the real pioneers in commercial aviation. We are hopeful that Bill will clean the cobwebs out of his mill and between puffs on the corn cob pipe, conjure up a story of two for SWP members laced with a bit of truth and nostalgia. In closing Bill furnishes the following admonition:

"Keep thee Tranquil, my friend, despite thy harassment by the Tax Collector/s"

JACOBY, ARTHUR C. "ART" 62-P (Lorraine)

Art says - quote: "Wonders never cease when one is a member of SWP and has access to so much info as comes out in your publications".

Art mentions that a Hotel and Motor Inn liked the name of our publication so well they named the place . . . PORTS-O-CALL. It is located at 15th and Boardwalk at Ocean City. Said he and XYL had Sunday dinner there not too long ago. FB and a beautiful spot to stay in. Has suggested that the ELMO PICKERILL CHAPTER might find it a fine spot to hold meetings. Art reported entering the hospital in July for hip replacement surgery. We haven't heard outcome but hope he is out of drydock by now and shipshape. Art likes the TRANSCON NET, AND THINKS WGHLD was doing a wonderful job. Also checks in regularly with W2ZI. Recalls resuming contact after lapse of many years with SWP Member Harry Lindgren who he last saw in Panama back circa 1919. Art was on the SS Santa Isabel-WHN and Harry at the time on the MS Mt. Shasta. Harry is 261-P while Art is one of our CHARTER Members.

Another historical note mentioned by Art is in connection with the passing of CHARLES H. SINGER - 242-P (Died Mar. 26 1972 in Washington D.C. of Cancer). He was the Op. on the Clyde Line SS Comanche-KVC in 1925 that entered a blazing radio room and sent out an SOS that resulted in the saving of many lives. Art is a member of the SOS/ CQD'er CLUB having sent out the SOS from the SS Santa Isabel/WHN from the West Coast of South America in 1919. Art's first ship was the SS EL DIA/KKY in May 1916. He and XYL Lorraine QTH: 136 Springhouse Road, Lancaster, Pa 17603 - Tph: 717/392-6093.

JAEGER, OSCAR 957-PA "OZZIE" (Emily) W6AD

Ozzie reports that he has been on an extended trip but back at KPIX, TV Channel 5 San Francisco. He is one of our newer members with first pro assignment in 1941 on the SS M.E. LOMBARDI/KGGF. Also time with the fly-boys of PANAM and TWA.

JAMES, JOHN C. 1040-PA "JACK" K2MRZ

Jack reports new QTH: P.O. Box "A", West Berlin, N.J. 08091. Jack was with the USAF as an airborne radio op serving in Korea, SoPac, Greenland, Iceland, Europe, in addition to U.S. Assignments. Now ships electrician and still going to sea

JEPSON, WILLIAM L. 546-P "JEP" W6SRN

"Jep" sends us a new QTH: 6015 Roy Street, Los Angeles, CA. 90042 (Moved from Pacifica in Nov.). Jep's first assignment was on the SS SOCONY-89/KSAA in 1923. He worked KOK for Fedtel in 1927 and for RCA at KPH & KSE 1947-1959. He was Chief Op for RMCA in N.Y. Recalls Charlie Hahne, Tfc Mgr. IWT 1323-25 and Fitzpatrick NY with RCA same period. Jep spent some time in the PIONEER DAYS of the AIRLINES, working under the supervision at one time of our late member HARADEN PRATT (252-SGP - Deceased Aug 18, 1969). He has furnished an article which we think of interest to all SWP members. It follows under heading PIONEER AIRLINE RADIO. Thanks to Jep.

PIONEER AIRLINE RADIO

In the 1971 YEAR BOOK story of highlights of the impressive career of former SWP member Haraden Pratt, the item for year 1922 mentioned his engineering work for the pioneer air mail line, Western Air Express operating between Los Angeles, Las Vegas, Nev and Salt Lake City. Contributor member Lewis M. Clement, 153-SGP noted in parenthesis that "Claim needs clarification." --- For some time now I have had in mind to offer some comment on this episode in the Pratt career, inasmuch as I was for a time a radio operator at "SL" the Salt Lake City station under Haraden Pratt's supervision in the spring and summer of 1926.

Western Airlines is the country's oldest private carrier having filed articles of incorporation on July 15 1925 and making its first scheduled flight April 17, 1926, being known at that time as Western Air Express. It has been in service continuously from that date to the present. Thus Haraden Pratt was the first radio engineer to plan and install the Line's radio communications for its opening flight schedules of April 17 1926

In those days no attempt was made to have radio communication between aircraft and ground, at least in the scheduled air mail service. This was also the case with the well established United States Post Office transcontinental airmail service which had radio ground stations at all its regular air fields approximately every

PIONEER AIRLINE RADIO

(Continued from Page - 56 above). two or three hundred miles apart on the transcontinental route between New York and San Francisco.

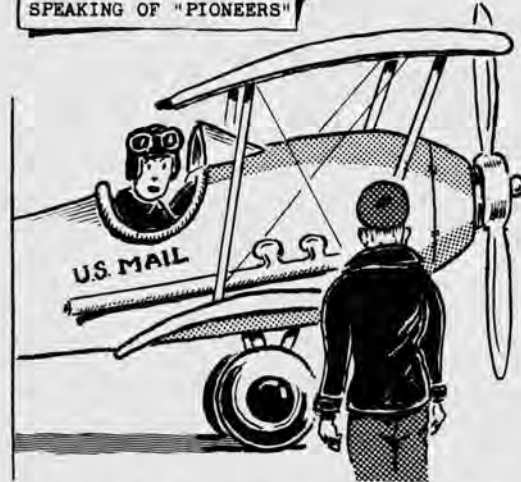
When I appeared on the job the equipment was mostly all installed, however requiring adjusting, testing of antenna types, etc. The wavelength we used was a shortwave somewhere around 30 meters. The antenna poles were simply 2 or 3 telephone poles about 35 feet high, as I recall it. The station house was also simple - a wooden affair about 10 by 15 feet and set up off the ground a few feet. Incidentally, there were no built-in amenities - hi. The station was located near to the Line's hangar at the far end of Woodward Field situated on the road towards Salt Lake from the City of Salt Lake, which field was also the terminus home of the Postal AIR MAIL ROUTE, with which Western connected. And the Post Office had its own very complete radio station here with which it communicated via longwave arc with Rock Springs, and Cheyenne to the East, and via short wave to Elko and Reno Nevada to the west.

The SL transmitter was specially built by Mr. Pratt, I believe and was a simple self-excited job using two big German RF tubes each rated at several hundred watts (good-sized for that period), with appropriate power supply, etc. The receiver was typical of the earlier days of short-waves, a fairly simple regenerative-type.

Here I had the first chance in my young career to see a real slide-rule engineer in action. Haraden's initial test with his transmitter was to load it into a single horizontal wire about several feet above the ground, with a single wire connecting feeder... I thought to myself, gosh, how can that thing possibly work? - hi ... In the light of later knowledge I know that Haraden undoubtedly had calculated by formula the exact length of this wire for the transmitting frequency to be used. He had inserted at the center of the wire an RF ammeter. Then he moved the feeder wire at various points around ten feet from the center point until the RF ammeter showed maximum - a whopping 8 amperes ... I was amazed (ignorance is bliss!) - All Mr. Pratt had done was to implement the basic concept of Heinrich Hertz, from his initial theories and experiments which gave us the so-called Hertz radiator, the half-wave wire. Experiments also were made with harmonic Marconi antennae, and others, including, for receiving, an underground antenna... This latter also was new to myself; and I learned the hard way -- (hi). I dug the trench in the alkali soil for the single wire. The desert noise level was rough a times, and Haraden thought it might help to reduce that level.

Actually, Haraden Pratt had a tough assignment on this route: The next nearest station was Las Vegas, Nevada, nearly 400 miles and all daytime communication. The airline flew only one

SPEAKING OF "PIONEERS"



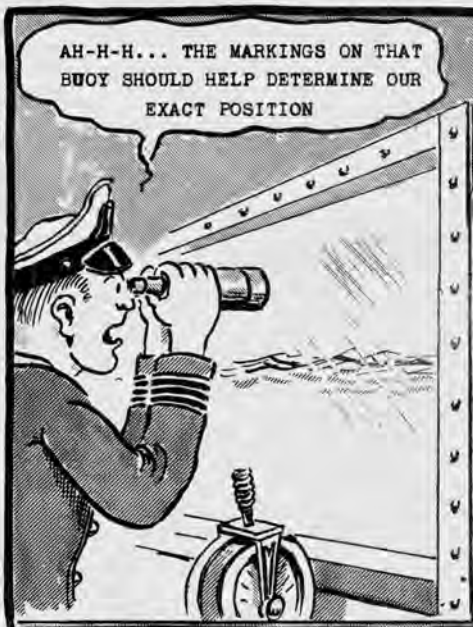
"I KNOW OUR RADIO CONTACT ENDED ABRUPTLY— THAT WAS WHEN I LEFT MY TRAILING-WIRE ANTENNA ON A TALL CORN CRIB IN IOWA."

flight daily each way and all daylight for radio work. I do not know whether the wavelength then used was exactly correct for the haul, no not, but it is certain that Haraden did invaluable pioneer work for radio engineers who followed him, one of whom was Herbert Hoover, Jr.,. Although I was shy on engineering knowledge, I believe Haraden Pratt was pleased at my careful operating work and station logs.

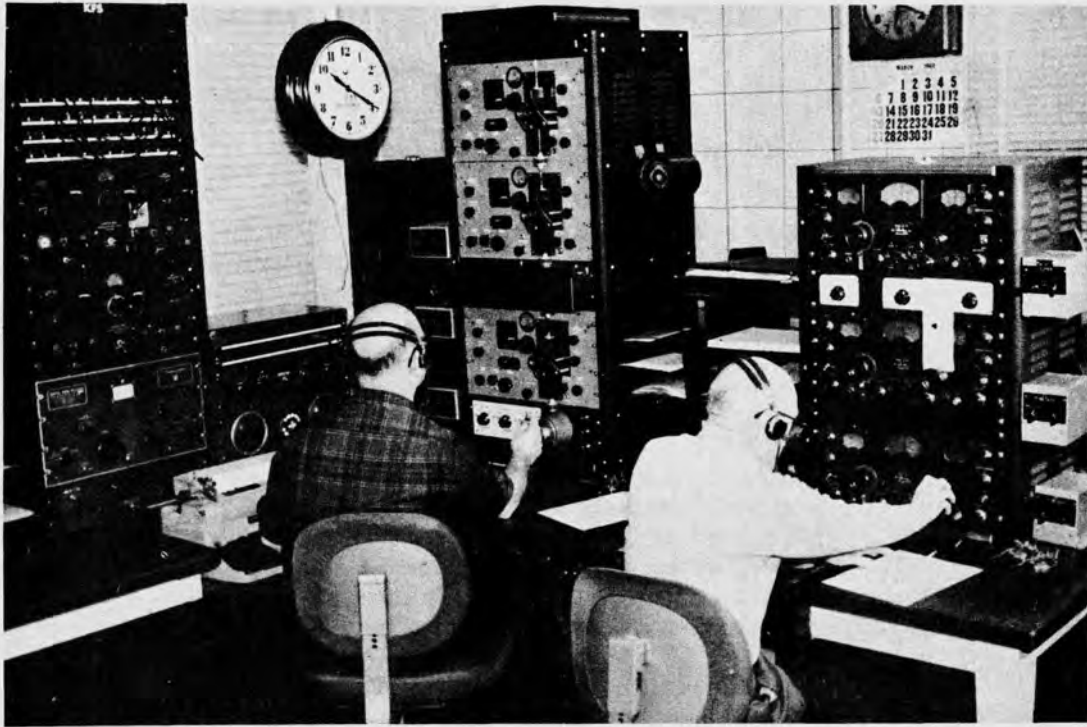
It might be in order to mention that airways radio in 1926 functioned to provide the best available weather information, and to pass along various kinds of operational intelligence. Once in the air the pilot was on his own -- no communications or, as an old Navy radio man might say, he was ZBX, until he could see the next airfield. But if a flyer was expected in after dark at the old Woodward Field, the ground boys would provide a beacon albeit not a radio kind; they would light up a barrel of oil placed in the center of the field to illuminate the landing strip area.

Those early pilots of Western Air, as well as the men of the Post Office system were a breed of flyers whose like may never be seen again.

(Continued on Page 60 please)



"KFS" OPERATING POSITIONS : STORY BELOW



Part of HF. Rec. Positions Operators Don Harris & Eb Cady



THE WIRELESS PIONEER

"I.F." Position, Paul Letsinger, SWP-77V, on duty



By - Eben K. Cady

ALL YOU EVER WANTED TO KNOW ABOUT KFS, - BUT WAS AFRAID TO ASK !

The pictures on Page 58 above, of "KFS" were taken about 1962. The upper picture a part of the H.F. Section. There was another H.F. receiving position just in back of the operator at the left. The operator at the left was Don Harris, Ex Globe, well known and well liked by all. Not too long after this picture was taken, he was transferred to New York as manager of Mackays Marine Bureau -- WSF. A few months after the transfer he passed away, a victim of cancer. The other man is myself. The photographer was blinded by the flashback from the top of those two heads.

The position at the right was a bank of SX-28 Hallicrafters, ganged together so that all could be tuned at once. Each one covered a marine calling and transmitting frequency, such as 8, 12, 16 mHz, and at least, one of the three could be shifted to 6 and 22 mHz, when required. All three bands could be scanned at the same time and the operator listened with split phones.

It can be seen that a special breed of operator was required, that is one who had three ears. When the crop of three-eared ops ran out, we usually had one man cover 8 and 12 and the other 16 and 22 or whatever combination was hot at that time of day or night. With three HF men it was a cinch. The little square boxes at the side of the rack are converters and each covered just the frequency required. The three little black rotary switches on the white strips on the front of the panel are antenna selection switches for each receiver. We had a big selection on standby and directional antennas. These antennas were fed into the receivers through multicouplers and three receivers could be on the same antenna with no noticeable attenuation in signal.

We usually ran 8 transmitters on H.F. The transmitting station was at Palo Alto and keying was controlled by tone channel system over facilities of the Telephone Co. The transmitters were operated in two banks - "A" bank and "B" bank. This was done so that ships calling us could indicate which of our transmitters they were listening to, so that we could select the proper one to answer him on. If he was calling on the same band as he was listening he didn't need to tell us, but if, and this happened more times each day than you think, he was calling on 16 mHz and listening on 8, and didn't mention this, the task then began to find out where he was listening by trying other transmitters which were not busy on him, but when he compounded the situation by also moving around in his listening --- well I have seen men who were ordinarily docile climb right up the wall and through the concrete ceiling and out the roof in utter frustration! After he came back down, the only thing he could do was to have all the other ops suspend operation and tie all the transmitters and answer this fellow on all 8 simultaneously.

Not visible in this picture, but at each receiving position was a control panel for the transmitters which consisted of toggle switches and small lights. The lights told us which transmitter were being used by other pos-

itions and which were running on the "CQ". The switches let us select any transmitter not being used and connect it to our key. Of course if one of those switches was thrown without first looking at the light and if someone else was using that transmitter it would lead to an immediate and noisy confrontation. But it never lead to homicide -- at least not quite!

The position to the left and the position not shown had identical facilities to the one just described except that they used Hammerlund receivers instead of Hallicrafters, and each had an I.F. receiver and could handle IF traffic when necessary. The rack at the left of the pix has at the top a jack panel for selecting and patching to the antenna switches on the receivers, any set up of antennas desited. Below are two Hallicrafters used for monitoring, etc. On the bottom is a Mackay I.F. receiver. Sometime after this pix was taken the Hallicrafters and Hammerlunds were replaced by special Mackay built 3010-B high-frequency receivers with a much more flexible method of "ganging". But the layout remains essentially the same except the use of converters was not necessary with the 3010-B. I expect you have looked at the two clocks long enough now to wonder how a busy radio station could be so lax as to not keep their clocks regulated a bit better? Well the clock hanging over Harris's head is a regular A/C clock set to PST. The other one is a battery operated clock set to GMT. All operations of the station is by GMT. This clock also opens the IF keying line during the two silent periods. This has cut down the ulcers, not completely, but reduced them.

The pix on the bottom of Page 58 shows the I.F. Position. The Operator is Paul Letsinger 77-V and a CHARACTER member of SWP who is still working at KFS.

The two receivers are Mackay IF receivers but I don't remember the model number. On this side of the room is where all the incoming/outgoing traffic passes through. The phone that Letsinger is using is a San Francisco exchange phone with a S.F. Number. There are two or three extensions on this phone. In front of him is a list of the after hours and holiday phoning instructions of all the Bay Area steamship companies. Nearly all the teletypes are over here and there are a lot of them. Weather Bureau-Coast Guard-NMC, Western Union, WSF NYK etc. Then that black one to the right, used to be and probably still is one you could dial through the automatic switching at HB, ITT, S.F. Main Office and get most any of their teletype customers in the country or abroad.

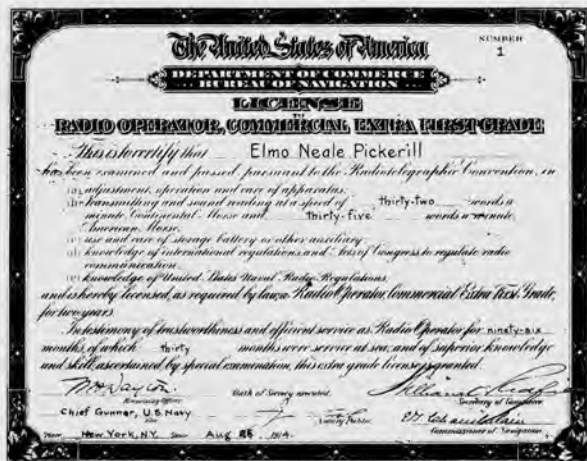
On the outgoing traffic, the call of the ship must be looked up, if you don't know the position you look in Lloyd's Index. If Lloyd says due past Pt. Lizard Jan. 12th and if you don't know where Pt. Lizard is, then you look in Lloyd's Atlas and you find she is way over in the English Channel and if she does not have a record of clearing KFS regularly you better get a copy to WSL...PDQ!

(Completed on Page 60 Please)

WSN



1923 ~ 1492



HISTORICAL DOCUMENTS & PICTURE

LICENSE at left, issued to ELMO NEALE PICKERILL as may be noted is NUMBER ONE (1) issued in the United States

Picture at top is of Dr. Lee de Forest (left) and the Chief Radio Officer Elmo Pickerill on the SS LEVIATHAN (WSC) Sept. 8 1923. Incidentally Chapter III SWP is named for the Doctor and CHAPTER XI for "Pick".

KFS

(Continued from Page 59).

There is a lot of work over on this side and the man working there wouldn't get home for supper except that there is a teletype/clerk to do most of the never ending punching, reporting, delivery, non-deliveries, searching for lost ones, etc.

There is a lot more of equipment that would take a long time to list. The things they do and why they do it, and the fantastic things that happen every day in one of these coastal stations. I joined KFS in 1931 and retired in 1965 and during all that time there never was a dull day. And if you ask Frank Geisel, who was Manager of KPH for many years, he will back me up, and though we were each others fiercest competitors, we also were the closest of friends through all those years.

Some of the very old timers who worked at KFS, were Jim McArdle-292P, Ray Farrell, Jim Brown 381-P, Karl Kent, Jimmy Ball, John Oldaker, J.O. Watkins, Lloyd Pilgrim, Jimmy Chambers 136-P, Ben Springer, C. H. Kesler 95SGP, Arthur Hart, Gene Nickels, Spud Henderson, Bill Blake,

There are many many more but these are men who were there during the 20's and early 30's. The silent-keys among them are Ball, Oldaker, Watkins, Farrell, Pilgrim Springer, & Rene Gaspar

Airline Radio : Jepson

The workhorse airplane of the Post Office was the English designed WW-1 De Haviland DH-4 or DH-6, a rakish biplane, open cockpit, with a mail lift capacity of about 600 pounds. I think the preferred engine was the U.S. built Liberty engine, a 12 cylinder "V" type, watercooled. This reliable machine also was the chosen

driver for the Western Air M-1 Douglas bi-plane, similar to the De Haviland but, I believe a stronger built and smoother handling airplane. A particular improvement it had was hydraulic shock absorbers built into its landing gear above the wheels. This aircraft also, as I recall it, was supposed to lift 1000 pounds of mail.

Personnel of the Company at that starting date were as follows: President, Harris M. Hanshue, Supt. Major C.C. Moseley, Salt Lake Field Manager (and spare flyer "Remy" Remlin, Salt Lake mechanics Fred Reitz and Bill King. Flyers: "Jimmy" James, Fred Kelly, Maury Graham, and Al De Garmo... Every one of these gents was hand picked and a real expert. A Salt Lake City sponsor of the new airline was a Mr. Redman. He was also the first paying passenger of the airline, flying from Vail Field, L.A. to Salt Lake City May 23 1926. Of course, parachutes were required to be worn by any occupants of those aircraft. Goggles also were a prime necessity for the pilot in that open cockpit, especially where he was sitting about 10 feet behind the big twin-head Liberty with its 12 open exhaust pipes belching flame and smoke.

A word in passing about Woodward Field: It was a refined and well kept version of the typical post WW-1 flying field. In addition to the Post Office hangars and radio station, it had the hangar where parachutes were packed, two or three gas pumps dispensing hi-test aviation fuel. And also there was the barnstormer's hangar and aviation school. There Tommy Thompson held forth (and I think this "Tommy" was the real McCoy of the legendary Thompson's who have appeared on the scene). Their trainer was a WW-1 Jenny with its peculiar OX-5 motor.

(Concluded on Page 62)

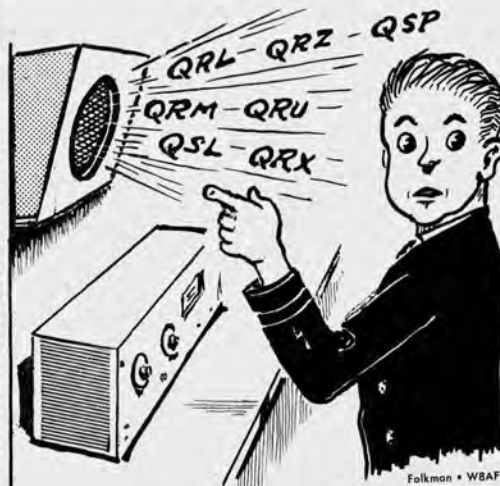
GREETINGS FROM HRH THE QUEEN OF THE TRAMPS

Noble H. Zeland, PEO



Oh . . . For Life on a "Tramp" !

DATELINE . . . CHITTAGONG, BANGLA DESH . . . Pioneer Member NOBLE H. "DUKE" IRELAND (834-P) still going to sea, sends 73 from "QUEEN OF THE TRAMPS" S.S. VANTAGE HORIZON-KCUW. This voyage took them from Mobile to Baltimore (with 35,000 long tons of wheat). From Chittagong to the Persian for a load of crude oil for the States. Duke is RJ for the regular Operator on KCUW. He says they have a FB installation IIT MACKAY equipt. Main and H.F. Xmtrs. 500 watts output with PA input of 800 watts plus excellent Rcvrs and other equipt. Duke sends best '73' to all SWP'ers.



Folkman • WBAF

NO STAGE ACTOR EVER RELIED ON
HIS CUE ANY MORE THAN WE NEED
OUR "Q"

THE WIRELESS PIONEER



Historical Meeting of SWP Eastern Members

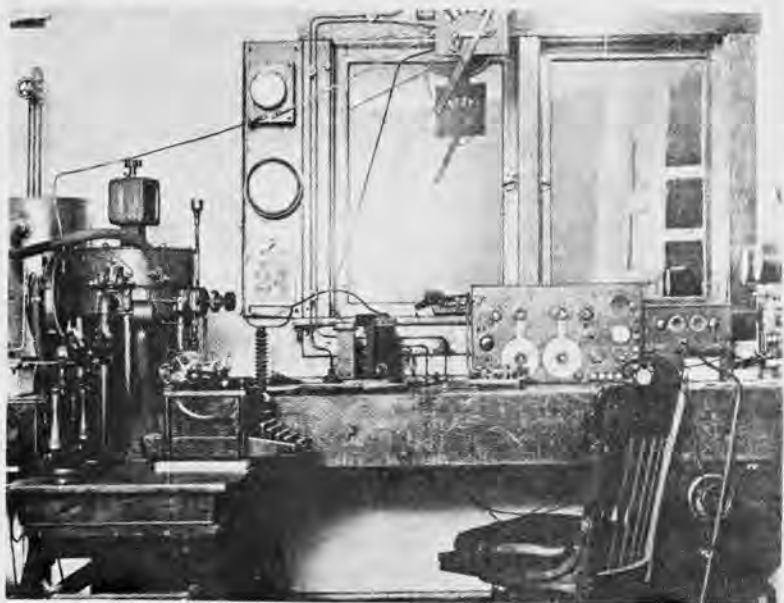
Members of the SOCIETY OF WIRELESS PIONEERS gathered during the recent meeting of the Antique Wireless Association's National Historical Radio conference at the Smithsonian in Washington D.C. Oct. 1972 for a "get-to-gether" and to discuss formation of an Eastern Chapter of the Society. Regretfully, a number of members who arrived next day did not appear in the picture. Also excluded is our good member ARLES A "AL" CRUM (583-P) W2BWK who was the official Photographer.

Pictured (L/R) in top row: 1. Peter B. Shroeder - TA3 W1PNY; 2. Unknown. 3. Robert "Bob" Morris TA-11, W2LV,

4. Edgar "Royal" Mumford 724-P, W3CU; 5. Unknown, 6. Wm "Bill" Gould 565-V K2NP; 7. Unknown; 8. A.H. "Bud" Waite 411-P W2ZK; 9. Earl W. Korf 615-P WA2UKO; SEATED --- 1. Stuart "Stu" Davis 208-P W2ZH; 2. Charles "CM" Maass 580-P W2TRV (Organizing Chairman & Director protem, Elmo Pickerill Chapter XI); 3. Ed. Raser 35-P, W2ZI (Area Director SWP); 4. Herman A. "Bud" Fischer 518-P, WA2QGV; 5. Max Jacobson 980-P W3DUG; 6. Anthony C. "Tony" Tamburino 460-SGP K4BX; 7. John "Tex" DeBardeleben 708-V W4TE; SITTING ON FLOOR : 1. Thorn 1. Mayes TA-1 W6AX (SWP Technical Editor & Consultant) 2. Andrew L. "Andy" Shafer 465-P W8TE (Prexy OOTC).
Photo: Thanks Al Crum and A.W.A. Inc.



AIR MAIL RADIO STATION (1925) WITH FEDERAL ARC/IA-500 TRANSMITTER AND IP-500 RECEIVER



Pictured above is the U.S. Air Mail Station at SALT LAKE CITY as it appeared in 1925. Call was "KDEH" at the time, later it became "KGD". Thanks to Member John W. Lambert - 781 for the Pix although we had a copy from the publication "The First Fifty Years of the AIR MAIL & AIRWAYS RADIO STATIONS" published by Ye Ed in Dec. 1970.

The first U.S. Aeronautical radio stations established in the U.S. were by the Post Office in 1920. Early employees included the following: 1918: Walter R. Lindsay, J. Clark Edgerton (non-operator) 1919: EUGENE SIBLEY; 1920: L.O. Bates, Raymond E. Brunner, Raymond J. Green (395); Oscar Nauk, Samuel F. Mason Jr., Lucien D. Colman, Ellsworth A. Hosmer, ART JOHNSON (44-P), T.C. Gale, Edw.W. Monahan, Frank W. Barnhill, Ralph W. Baker, Reginald Ticknor, Carl H. Hamilton, Elmer C. BUTLER (46-P) Deceased 1-26-73), T.K. Johnson 1921: O.D. Mitchell, Paul T. McEvoy, Hadley S. Beedle, Eugene S. Nichols, Daniel L. Givens, Ward A. Cutting, Sam Curtis, W.G. Dodson T.K. Schwartzmann, Royal W. Banta, Philip L. Coupland, C.A. Bauer Lloyd H. Simson, Norman W. Bliss, H.C. Davidson, Ed. P. White, Chas W. LARSEN (15-P), Wm Drummey, Dante H. Cordano. 1922 A.E. Gerhart, Harry L. Swart, Carl Hempl, C.F. Womak, Ira P. Wright. 1923: R.O. Donaldson, Harry M. Dudley, Harold J. Burhop 99-P (Dcd) Henry W. Brendel, Joe G. Mullen, Edw N. Fridgen, Claude M. Smith, Daniel A. Larsen, Leo K. Bash, Wm A. Crawford, E.O. Newman. 1924 E.W.Prenzel, M.A. Pohl, 320-P (D), R.E. Dickens, I.J. Rovang, W.H. Carey, R.J. Jennings, G.H. Whitney, W.A. Simonson, Samuel P. Kelley, H. C. Davidson, F.R. Robinson, J.D. Pulscher. 1925: Ben.L. Weinberg, Rome Montle 12-P, W.V. Wallace, Julius G. Petrison (d), E.H. Gutterman, Herb Hela, Runa A. Martin, F.E. Mashburn, A.L. Garrison. 1926: M.E. Ellison 125-P, S.B. Haines, J.G. Melville-325-P, H.L.McTighe. 1927: F.W. Linville, F.Pursley, Silas F. Clark - 322-P, Rex A. Simonson. The U.S. Post Office operated the mails and the stations until Aug. 31 1927 when it was turned over to the Department of Commerce. We will feature a story on the Communication System of the Air Mail, Federal Airways (now FAA) in POC. The above names are listed chronologically per E.O.D. in the service. WAB.

Early stations were equipped with arc transmitters and operators assigned collected and relayed Wx Info., plus data on aircraft movement along the airways. Most of the operators listed above were former ship-board operators who transferred to the Airways for a 'shore-side' assignment. Early requirements made it necessary for employees to hold a so called "Pink" ticket. The Airways was considered at one time to have the fastest and most efficient group of operators of any system in the world operating code radio circuits. Chief of Communication for the Airways included Messrs. EUGENE SIBLEY until 1950 and then Mr. George L. Rand. Deputy Chiefs included James Nicholson, Harland Hall, Ralph McRoberts, and William A. Breniman. The system was finally consolidated with the Air Traffic Control Division and became the OPERATIONS DIVISION circa 1952.

We also hope to bring you an article on AVIATION RADIO IN ALASKA in coming P.O.C. It will cover the early days of the Alaska Aeronautical & Communications Commission which was established in 1938 to assist aviation in the Territory.

Haraden Pratt •• Jepson 346-P

(Continued from Page 60)

When Tommy had an advertising chore, say to take aloft a string of letters extolling the virtues of Texaco Gasoline, I recall that his principal preparation for the hour's stint was, after checking out his airplane, to simply reverse his cap, climb in and get someone to snap his prop and away he'd go.. Then of course the Western Air hangar and radio station added further dimension to Woodward ...and to make things interesting I recall that at the open wind end of the field where planes normally would approach for landings, there was an assorted array of high tension power lines -!-I can see it now, an intrepid mail flyer disdainfully floating in with his 'plane steering about half sideways, just above the power lines.

In conclusion, I would suggest that if some member might have access to photos and data on those early U.S. Mail Post Office radio stations and operators (*) it would be of real interest for SWP membership reading. I heard tell that station radiomen at the airfields were expected to go out in the darkness of the stormy night and climb the long-wave arc towers to replace any suddenly burnt out tower lights. Was it true ?

75 de William L. Jepson 336P

(*) See item at left. Many SWP members "pounded-brass" in the Airways system. We will bring a story on it in coming POC.

Wireless Operators

- There's some is bums from city slums
That ain't so strong on knowledge ;
There's some that hails from county jails
And some that hails from college.
- A Lousy lot we are and not
Wat you'd consider what is what;
Well, yes, we lack a high shellac,
But we're not meant for bric-a-brac.
- Believe me, pard, we're rough and hard
And searching things of beauty
When in distress with S.O.S. *
We always do our duty.
- We're single guys without no ties
Of any kind to bind us
Tho' I can't state the aggregate
Of birds we left behind us.
- The Cap may rave and swear,
Us operators doesn't care
For kicks and blame is in the game
They've got to have us just the same.
- We wouldn't please at balls and teas
Where high-toned folks is what you sees,
But don't you doubt this fact, old scout
We're guys they can't get on without !

Thanks to Member "Irv" Finver (287-V) who found it many years ago.

(*) Irv had his turn at sending SOS on Dec. 10 1930 aboard the SS Chistos Sigalas which was the former SS COMMERCIAL COURIER. With a whole gale blowing in the North Atlantic, loaded with a cargo of coal, the ship started leaking badly and taking water. The SOS was answered by the SS MONFIOR and ship located by D.F. bearings. Irv was with THE FCC from 1941 to Jan. 23 1971.



Hugo Gernsback

1884 - 1967

THE FATHER OF
THE EXPIMENTERS

BY - HENRY W DICKOW, DECEASED 1971

He gave us our first wireless magazine in 1908, Modern Electrics, our first wireless catalogues from the Electro Importing Company, and our first source of supply for the equipment we needed to build our first wireless stations.

He was our inspiration . . . The Father of the Wireless Experimenter . . . Hugo Gernsback of New York City. There is hardly a wireless pioneer who does not owe him a measure of tribute, however small, for the guidance he gave at a time when it was needed most. He reduced the X-Y-Zs of wireless to simple A-B-Cs so that all might understand. He wandered into the field of science fiction and at times his writings seemed ethereal. Yet those who ridiculed him sixty years ago are his stout adherents today.

Gernsback's wireless career began as an eight year old boy when he was given an electrical doorbell as a birthday gift. He was intrigued by the tiny spark between the contacts of the armature which made and broke the circuit. His life began from that moment - learning more about things electrical.

Hugo Gernsback was born August 16 1884, in the City of Luxembourg. His early education came from private

tutors. Later he attended the Ecole Industrielle of Luxembourg and the Technikum in Bingen on the Rhine.

The telephone and communications systems were a fledgling science in Gernsback's youth, yet he taught himself their intricacies. At the age of 13 he was already accepting contracting jobs for such installation in Europe. A memorable instance in that connection was when the mother superior of the Luxembourg City Carmelite Convent obtained a special dispensation from Pope Leo XIII, so that young Hugo could equip the institution with call bells.

Among the projects that Hugo occupied himself with was the invention of a battery, similar to the layer battery produced by Ever-Ready in the United States today. When both France and Germany refused him patents, he decided that there was no opportunity for a young inventor in Europe and, taking the accumulated savings of his electrical installation work, he packed up his battery and booked passage, first class, for the U.S.A.

Not yet twenty, he arrived in New York City in Feb. 1904, with two hundred dollars in his pocket and a stiff-necked determination that no matter how tough things got he would never, under any circumstances, request aid from his parents. And he never did.

(Continued On Page - 65)





WHEN THE SKIPPER SAID "GO FLY A KITE"
HE DIDN'T REALIZE HE WAS DEALING WITH
A NUT AND A BOLT !

J

JEPSON, WILLIAM L. "JEP" 346-P "Jep" reported new QTH in move from Pacifica, CA. Now anchored at - 6015 Roy St., L.A. Calif 90042. "Jep" has sent along quite a little material like item, page 60-62 etc. Sends along an interesting clipping about the ALASKA STEAMSHIP COMPANY ending its service to Alaska with the departure of the SS FORTUNA Jan. 29 1972 to Kodiak, Adak and intermediate points. The Company started its operation on March 3 1895 with the sailing of the SS WILLAPA with supplies for the "gold rush". Many SWP'ers rode ships of the Alaska Company over the years including Ye Ed.

JEWELL, PAUL M. 168-P
APDO POSTAL # 421
San Miguel De Allende,
Guanajuato (GTO) Mexico.

Paul reported moving from Skagway, Alaska Aug. 12 1972. Still afloat - 27 ships since 1942. He is also

SOS/CQD'er - torpedoed July 7 1943 on the SS James Robertson.

JOHNSON, ART 44-P (Stella)

"AJ" reports the passing of some 'old timers' of aviation days - some in communications and SWP members. They are as follows:

Bell, Frank P. Dec. 24 1972, probably at Sonoma, CA.
Butler, Elmer C. Jan. 26 1973 at or near Salinas, CA, while enroute South to attend funeral of Frank R. Yager who died Jan. 23 1973 at Fullerton. Elmer Butler was SWP member 46-P. Heart Attack.
Gillette, Willard, Jan. 5 1973, probably Shawnee Mission Kansas.
KREBS, Carl F. Date unknown - near Vista, CA.
MOORE, SMAUEL M. Date Unk. Proably near Washn. D.C.
WHITE, Percy Edward, Jan. 15 1973 at Kansas City, Mo.
"PW" was at one time a well known West Coast Operator, circa 1914-17. He joined the AIR MAIL SERVICE and became Supervisor at St. Louis, Chicago and Kansas City.

ALVIN O. PREIL, Capt. USN(Ret). Drowned while fishing off Corpus Christi probably Dec. 18, 1972.

(Ed Note: Another Communications man from the FAA died Feb. 11 1973. Geo. Purvis at Hemet, Calif.)
Art recalls that he and Hal Craig attended the Navy Electrical School at Mare Island at the same time in 1916. Upon graduation, he was assigned the USS SAN DIEGO-NCZ. About 2 months later in following class, Art graduated and was assigned also to "NCZ". As the war in Europe had drug the USA into the conflict, they sailed for the East Coast. Hal was transferred however in the Canal Zone. Later Art became a survivor from the USS MANLEY which was involved in a collision some 100 miles West of France with the British merchantman SS MOTAGUA. Explosion and fire followed with many killed and drowned. Art was picked up by H.M. Sloop "BLUEBELL" and taken to Davenport. 1919-20 Art was assigned the Trans-Atlantic Control Station, Washington NSS/Annapolis, NFF New Brunswick, NWW Tuckerton and NDD/SAYVILLE. He joined the POST OFFICE DEPARTMENT in 1920 when the AIR MAIL was started. In later years he was one of the best known and best liked gentlemen of this organization. He helped to develop much of the equipment and procedures in the pioneer days of the Airways. Later he was one of its best known and liked Division Chiefs. Oh yes ... he was an amateur, back in 1911 with call "NP", 9AL in 1912, 6ZI etc. NYL Stella has been ill but we hope she is well on her way to complete recovery. Stella and Art had to cancel out on a cruise on the MS KUNGSOLM to Europe and Africa last summer due to slow recovery.

JOHNSON, OLOF, W.H. "Johnny" 706-V (Helen)

Reports moving from Lancaster, CA. to new QTH: P.O.Box 561, Merrimack, NH. 03054. Call W1JY. (New QTH was received via "Jackalope" delivery - a new service furnished by the United States Government, especially if one moves from the desert or Wyoming.) Says New Hampshire is "God's Country"....

JOHNSON, THURSTON A. "DING" 260-P (Amy)

Reports they have sold the old homestead in CT. and now permanently anchored at Huntington, W. VA. New twisted pair call is 304/522-0604. Sends 'best' to all his old friends. "Ding" sailed on various ships of the Eastern SS & Ocean SS Company between 1915-1920. also Red Star SS. 1920 on the SS Finland KSF. etc.

JOHNSTONE, RICHARD "Dick" 2-SGP (Phoebe)

The Angel of Mercy closed the key of K6FZ Oct. 9th 1972. Our beloved "RJ"... one of the men who helped to establish the Society ... our first President and later our President Emeritus was taken in his 78th year by cancer. Dick has presided at many meetings of the Society and has always observed ... 'a moment of prayer and silence' in respect to those of our profession who have crossed the bar. Now it is our turn, individually to give our good friend Dick ... a moment of reverence now and then in his memory. Dick's first assignment was the S.S. ACAPULCO (AZ & WWO) in 1912. He later served aboard the Steamers Catania WTI, Wilhelmina WMO, Harvard WRH, Congress WGT and at KPH. From there he became Chief Operator for Marconi and Dist. Mgr. RCA Marine (S.F.). He served in the USN 32 years, retiring as Commander. He was Past Commander of American Legion Post 253, A member of Paul Revere F&AM #462. His book - "My San Francisco Story of the Waterfront and The Wireless" (1965) is a classic of the profession.

.... Gone but not forgotten.

JOHNSTON, CMDR DWIGHT V. 1154-P (Elizabeth)

"Commander" J. is a new member who saw early service on the Great Lakes. He was at Station "WLD" Ludington in 1917. Later on such ships as the SS NORTH AMERICA WEN, SS SOUTH AMERICAN WEO, etc. Also considerable deep-sea salt-water experience. He hopes to bring some of his stories when space is available. Meantime, welcome OM.

JORDAN, WILLIAM F. "BILL" 605-P (Milly)

Bill sent us a good 'yarn' which happened while he was aboard the S.S. CARRILLO on a run to Santa Marta, Columbia back about 1924 we'll bring in the next POC (we hope). Wonders where former shipmates WALT POWERS, PAUL OURY (WBF), Ches Rackey, Geo. Graveson, Oscar Edw. Darling now are? Anyone know? Write Bill. Sez '73'

Hugo Gernsback

Despite the fact that Gernsback's layer battery could develop three times the amperage of any existing American unit, he had to abandon it as impractical when he learned that it could not be adapted to mass production. As a hand-made product it would have to sell for ten times the rate of competing batteries. Although he did not have a marketable battery he did have technical know-how, so he sold his services as an expert technician to William Roche, a New York battery manufacturer who had a contract for producing dry cell batteries for the U.S. Navy. He was appointed head of the research department at a salary of \$30 per week.

Leaving Roche's office for the laboratory on one occasion, Gernsback recalled some details of his employment which had remained unsettled. He turned back to the office to find Roche gone. Waiting for Roche to return, Gernsback sat down to examine some sample envelopes of battery chemicals which were on the boss's desk. At this point Roche reentered the office. Viewing the envelopes in Gernsback's hands, Roche jumped to the conclusion that Gernsback was an agent of a competitor across the street, paid him a week's salary and fired him after only three hours of employment. Never again in his life was Gernsback to work in an employee capacity for anyone.

At this time, Gernsback roomed in a boarding house on 14th Street in New York. One of the boarders was Lewis Goggeshall, a telegraph operator on the Erie Railroad. The two of them decided to form an importing company on the side to bring into the United States a supply of experimental and research material not then commonly available, such as X-ray tubes, Geissler tubes, and specialized electrical science equipment. They named their new venture The Electro Importing Company.

It was to become the first radio mail-order house in the world. One of its products was history's first wireless transmitter and receiver, designed by Gernsback and named Telimco. It was advertised in Jan. 13, 1906 issue of Scientific American, at a retail price of \$7.50. It was offered for sale as a complete unit at a time when no commercial wireless stations were in existence.

The transmitter would ring a bell of a receiver in another room without the use of wires. The police descended upon Gernsback, accusing him of fraud, and claiming that no wireless combination could be sold at such a low price. They left, frustrated, when a personal demonstration of wireless transmission proved the apparatus actually performed as advertised.

The Telimco equipment went into mass production and was sold in such department stores as Macy's, Gimbel's, Marshall Fields and F.A.O. Schwartz. In 1957, a replica of the equipment was placed in the Henry Ford Museum at Dearborn, Michigan. During this same year, Gernsback was honored by the Michigan Institute of Radio Engineers and the American Radio Relay League for his pioneering work in the radio field.

With characteristic showmanship, Gernsback helped promote his Telimco Wireless by building the first successfully operating walki-talkie transmitter and receiver, which was carried on a man's shoulder in downtown New York.

In 1907 he launched the first radio magazine in history, Modern Electrics, which was distributed by the American News Company and was profitable from the first.

In 1909 he accomplished still another pioneering innovation by opening the world's first radio store at 69 West Broadway, N.Y. It was also in this year that he introduced the word Television to the American public in an article in Modern Electrics describing the early German experiments on photo transmission. The title of the article was Television and the Telephot.

By early 1910 he had formed, through his magazine, a Society of 10,000 wireless amateurs and issued the WIRELESS BLUE BOOK. Dr Lee deForest became the first president of an organization named by Gernsback as the WIRELESS ASSOCIATION OF AMERICA. He was business manager

In 1910 he also published the first book on radio broadcasting, The Wireless Telephone, in which he predicted radio networks.

The most stunning forecast was his inspired description and actual diagramming of radar. "It has long been known that a pulsating ether wave, directed on a metal object, could be reflected in the same fashion as a light ray can be reflected from a bright surface or from a mirror . . . If, therefore, a polarized wave generator were trained towards the open space, the waves would take a direction as shown in the diagram, provided the parabolic wave reflector was used as shown. By manipulating the entire apparatus like a searchlight, waves would be sent over a large area. Then a small part of the waves would strike the metal body of the flyer and these waves would be reflected back to the sending apparatus. Here they would fall on the Actionoscope (see diagram), which records only the reflected waves, not the direct ones . . . From the intensity and the elapsed time of the reflected impulses, (Turn to Page - 66 Please)

E. I. Co. 1914 NEWS

"ELECTRO" LOADING COIL



Our new loading coil has a wave length of approximately 5000 meters. It is placed in series with either a tuning coil or a loose coupler. It is possible to catch time signals from the Arlington Government station using 2000 meters wave length. The use of our loading coil enables one to receive messages from almost any station, no matter what its wave length, up to 5000 meters.

There are six steps, each switch point representing approximately 800 meters wave length, and by simply revolving the knob most any wave length can be obtained.

Size is 4 1/2" in diameter and 1 1/4" in height. The diameter of the hand rubber thumb handle is 1". **WIS GUARANTEED SATISFACTION. No. 8487 Electro Loading Coil, as described. Price, \$2.50**

"ELECTRO" WIRELESS KEY



An entirely new departure in Wireless Key building. A distinct "Electro" advance. Ready December 20th.

Our key will positively not heat up even if 30 amperes are used for hours at a time. Two extremely large binding posts that can take a No. 6 wire are furnished. The contact points are solid silver and measure 3/8" in diameter; they are built in such a manner that they can be exchanged in less than two minutes. No tools being necessary to do this.

Inasmuch as an Optal Glass Base is used, it will be understood that the insulation is the best that can possibly be had and there need not be any fear of short circuit as with metal base keys. For the price at which this key is sold it is positively the greatest bargain offered in wireless keys 50-cent. All metal parts are highly nickel plated and hand polished and buffed. No. 9212 Wireless Key with Optal Glass Base as described. **\$1.75**

GASOLINE ENGINES



This gasoline engine is a newly developed air cooled type, which has been adopted by the U. S. Government for many purposes including the driving of wireless generators. It is well made in every particular and develops 1/2 H.P. easily, with speeds variable from 500 to 2000 R.P.M. Its net weight is 23 lb. and it measures 12 1/2" high by 3 1/2" ft. floor space. Cylinder has 1 1/4" bore by 1 1/2" stroke. The flywheel has a diameter of 1 1/2". The pulley is 1 1/2" in diameter. It is air cooled by a fan built on the flywheel. 3 cycle type, jump spark ignition. Fuel tank in base. Shipping weight 25 lb.

No. 4004 1/2 H.P. gasoline engine, complete with all ignition apparatus, including battery and also \$23.00

No. 4010 The same engine but 1/4 H.P. with all ignition apparatus. **\$35.00**

4000 U. S. H.P.

The "Electro 8-10" Dynamo (Improved Type)



The "Electro 8-10" is a marvel all through. It is built like a watch, and sold as a gun.

At 2,500 revolutions we lighted fifteen 5-volt 4 C.P. Tungsten lamps.

At the same speed we also lighted six 8-volt 4 C.P. Tungsten lamps. The full 30 watt capacity is obtained at about 2,500 revolutions.

Machine is entirely enclosed, practically dustproof, a radial structure in dynamo building. Shunt Wound.

Fully 2 inches diameter, V ground for round belt.

Size over all is 14 1/2 inches. Weight is 8 lb. net.

No. 810 "Electro 8 Volt 10 Ampere Dynamo," as described. **\$10.00**

"ELECTRO" POCKET KEY AND AMBULET



These little instruments are the most compact and durable notes ever produced in the country. "Hand held," all metal construction.

No. 4300 "Electro" **\$1.20**

Number, 20 and No. 4301 "Electro" voltmeter, 4 volts. **\$1.25**

No. 4302 "Electro" Volt ammeter, 3 volts. **\$1.50**

No. 810 "Electro 8 Volt 10 Ampere Dynamo," as described. **\$10.00**

CAT. No. 12

See, if you can, our great 1914 Catalog No. 12. Better than ever. More goods than ever. **POSITIVELY LOWEST PRICES IN AMERICA!** This is what it contains: 2 pp. Treatise on Wireless Telegraphy; 78 pp. of Wireless Inside Outside; 113 pp. of Electrical Knowledge; 100 pp. of Practical Navigation; 13 pp. New Materials; 15 pp. of Parts, Supplies, etc. 15 pp. of Tools, Machinery, etc. 232 1/2 Fulton St., New York City.

Free Coupon for our new 1914 Catalog. For which please send me your 25 cent check, the cyclopedic number and valuable information on Electricity and Wireless. Book also contains 20 free coupons for our 150 wireless courses in ready lessons.

USE THE ABOVE COUPON TO GET THE NEW 1914 NEWS

GENESIS . . .

"EI" advertisement such as the one above 'sparked' the interest of thousands of young (and not so young) men around the world, and introduced them to the new world of the "WIRELESS".

It was no doubt, responsible for the professional career of many Society Members and provided inspiration to thousands who picked "Amateur Radio" as a life-time hobby. Hugo Gernsback probably had more impact and influence on the lives of individuals so inclined, than any one man in history. This article is in tribute to him. Thanks to our "Spark-Gap" member, Frank Camenisch, Sr. (147-SGP) W6DXA for furnishing the above advertisement which appeared in the January 1914 issue of "MODERN ELECTRICS AND MECHANICS". We know many will enjoy looking back over the early days of our heritage.

(Continued on Page 66)

TALES OF THE WIRELESS PIONEERS -- Henry Dickow

Hugo Gernsback

(Continued from Page 65)

the distance between the Earth and the flyer is then accurately calculated with but little trouble . . ."

Gernsback might have considered this adequate achievement for any man, yet he chafed at the limitations imposed by the elementary state of scientific progress, and so his imagination extended horizontally vastly beyond known boundaries. He became a writer of science fiction. At the age of nine, he picked up a German translation of the book Mars as the Above of Life, by the renowned American astronomer, Professor Percival Lowell. Though he was highly imaginative, the concept that intelligent life might exist on other worlds had never occurred to young Hugo. He slept restlessly that night, and the next day on the way to school - he wrestled with the idea, unable to resolve the enormity of its implications. His mind took wings where his work left off. He almost memorized the writings of Jules Verne and H. G. Wells, and wrote excursions of his own.

In April, 1911 issue of Modern Electrics he dashed off the first installment of "Ralph 124C41+", a work of such extraordinary vision into the space age that it ran for twelve consecutive months. The interpretation of Ralph's title, 124C41+ was not disclosed until the end of the series. It was: "Ralph, one to forsee for one, plus." Gernsback subsequently published a magazine named "Amazing Stories".

He was owner and operator of Broadcast station WRNY, a pioneer New York installation (which our own SWP Member Gilson Vander Veer Willets (22-SGP) helped commission and manage). In 1928 he inaugurated daily television programs. These programs were viewed by a few hundred of those in possession of the crude scanning disk experimental receivers capable of picking up the telecasts. The radio page of the New York Times carried the programs of the world's first TV Station.

At the end of the television program, station WRNY televised the fact of each performer. Westinghouse had occasionally transmitted motion pictures experimentally by television, but live broadcasts on a commercial basis were unknown until WRNY went on the air.

GERNSBACK FORCED INTO BANKRUPTCY

One day in April, 1929 Gernsback was awakened early in the morning by the telephone. It was a reporter from the New York Times. He wanted to know what was to become of station WRNY now that bankruptcy proceedings had been filed against the Experimenter Publishing Company. Gernsback was incredulous but the reporter insisted the story was true.

According to the law of 1912, if three or more creditors pressed the matter, a company or an individual could be forced into 'involuntary' bankruptcy, regardless of whether they were solvent or not - merely because they were late with payments. This was similar to the law which permitted mortgagors to foreclose when an installment was a single day late (making all due and payable at once) and thereby frequently gaining possession of property worth far more than the mortgage.

Gernsback went to the authorities. He showed them the papers from . . . offering to buy him out. He claimed that all three of the creditors were . . . suppliers. Gernsback had earlier threatened the existence of one of his competition's publications with an offer of \$10,000 to any spiritual medium who could actually contact the dead. The bankruptcy proceedings, Gernsback claimed, arose from this feud. Faced with an investigation his opponent failed to pursue the matter and Gernsback settled with his creditors for \$1.08 for each \$1.00 due them, in what the New York Times referred to as "Bankruptcy de-luxe". The law which brought Gernsback to grief was soon changed.

He went ahead to greater publishing glories with his Science and Invention, Everyday Mechanics, Radio News, Radio Craft, and Amazing Stories. The followed Science Wonder Stories and other titles in the field of science fiction. The name Radio Craft was later changed to Radio-Electronics.

TALES OF THE WIRELESS
PIONEERS -- Henry Dickow

Gernsback's role in wireless was duly acknowledged. The radio-electronic's industry awarded him a magnificent silver trophy in 1953 for 50 years of service to the radio-electronic art. The 1952 World Science Fiction Convention held in Chicago had him as guest of honor - and beginning with Philadelphia in 1953, achievement awards presented at conventions were called... "Hugos."

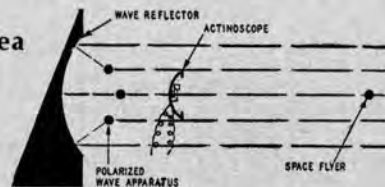
He has held many patents. Only one brought him money. This was a patent on a compression-type variable capacitor.

He died August 19 1967 at the age of 83.

...From the unpublished manuscripts of Henry W. Dickow who donated them to Ye Ed.

Reference Page 65. Below is a diagram of his radar idea as envisioned by Hugo Gernsback some thirty years before such a system was put into practical operation.

Early Radar Idea



First drawing of radar equipment appeared in Modern Electrics in 1911, to illustrate a science-fiction story.

YE ED'S NOTE: This article was of more than passing interest to our benefactor HENRY W. DICKOW as publications such as RADIO NEWS was the only publication in the Radio field that outsold or had greater circulation than Dickow's own publication "RADIO".

Ye Ed's personal interest stems from his association with Messrs. Hugo and brother Sydney Gernsback, circa 1925-25 when he was distributor of the "HOW TO" books in Southern California. At that time he was owner of The Wholesale Radio Electric Company. Each fortnight a heavy box containing five thousand "How To" books was shipped by boat via Panama from New York. The books were generally sold before the shipment arrived so great was the demand. Several times during visits to New York, Ye Ed had luncheon with brothers Hugo and Syd. Its a small world!



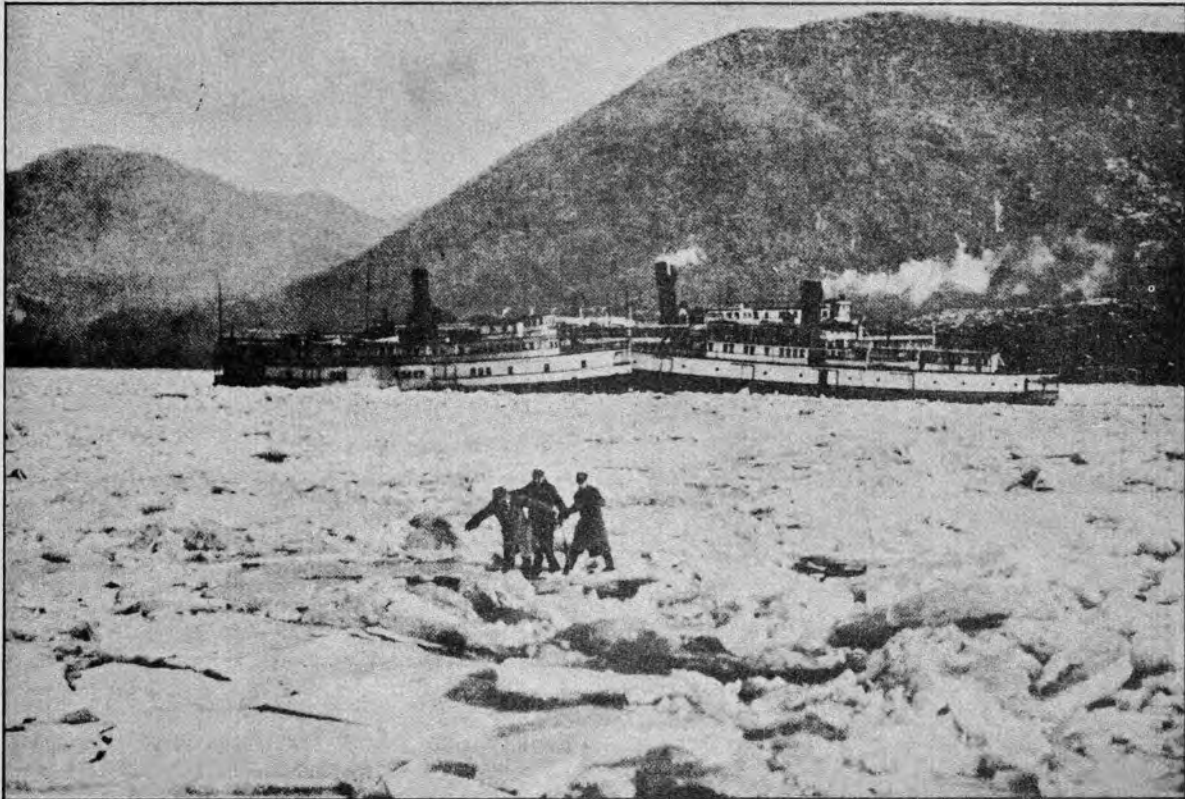
1884

Hugo Gernsback at 75

1967

NORTH RIVER ICEBREAKER

By Cdr. E.J. Quinby, USN (Ret.) SWP-402-SGP



(REPRINTED BY PERMISSION FROM "STEAMBOAT BILL" (WINTER 1972-73 Vol. XXIX No.4)
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"We're gonna be late!" Officers struggle ashore over jagged ice-pack, seeking a telephone to report the Company's fleet icebound near Storm King Mountain in 1929. - New York Public Library photo

RIVER BOATS IN FOREGROUND:

NEWBURGH, IRON HULL 130350
NAEFIE & LEVY, PHILA. 1866
200' x 32' x 12.6', SCREW
COMPOUND 25", 50", 3 Ft.
TWO BOILERS, 1000 HP.
GROSS 1033 T. NET 741 T.

BENJ.B. ODELL. STEEL 208448
WILMINGTON, DEL. 1911
263.6' x 48.8' x 17.3', SCREW
TRIPLE 26", 42", 68", 3 Ft.
GROSS 1610 T.
FOUR BOILERS, 2600 HP.

POUGHKEEPSIE, STEEL 204151
TAMPA, FLORIDA, 1917
206.8' X 47' X 14', SCREW
TRIPLE 18", 29", 47", 2.5 Ft.
THREE BOILERS? 1800 HP.
GROSS 1566 Tons

The winter of 1928-1929 was indeed a tough one on the Hudson River. And nobody enjoys the cozy warmth of his fireside in the dead of winter more than I do. So it was really a madcap venture, inviting all sorts of discomfort if not even personal risk. This embarking on an ice-breaking steamboat up the North River in a bitter cold spell that had paralyzed all shipping throughout the entire navigable stream from New York to Albany and Troy. But word had arrived via the stern-line telegraph that there would be opportunity for a limited number of passengers to "enjoy" the venture aboard the little steamer NEWBURGH, a 43-year-old veteran of the Central Hudson Steamboat Company. Her owners were anxious to let her try to release their other two steamers that had become imprisoned in the ice up in the Highlands, somewhere in the vicinity of Storm King Mountain. For the better part of a week,

BENJAMIN B. ODELL northbound and POUGHKEEPSIE southbound had been frozen in, after one had attempted to assist the other. Now they were running short of food and fuel. The big, luxurious paddlewheel boats of the Night Line had long since gone into lay-up for the winter, along with the big Day Line sidewheelers. Only the smaller propeller steamers of the Central Hudson Line endeavored to continue operations through the winter, chiefly to carry freight.

My wife at that time was newly imported from Brest, - an attractive brunette, complete with fascinating French accent and temperamental surprises. I had misgivings over what her reaction might be to the suggestion that we pack a small bag and shove off on this sudden inspiration of an inveterate Steamboat Fan. However, her nautical heritage evidently prompted a favorable reaction. "Mais oui," she responded, "pour quoi pas?"

At the North River pier, we found the little white-painted NEWBURGH of 1886 vintage, surrounded by swirling ice cakes. Coal smoke and a wisp of steam were rising from her tall, black stack. Last minute provisions were being rolled aboard by small, storage-battery freight tractors. Several went up the gangplank, but none seemed to come down. We were to learn that they had an important role to play in the expedition. Late arrivals included a team of Newsreel cameramen with their equipment, and a couple of reporters with cameras, who evidently had a nose for news. The Mate, who acted as Purser, sold us two tickets for Newburgh "Subject to navigation difficulties," and we blew ourselves to a stateroom for an additional \$2.00. This accommodation resembled a narrow alley with slender upper and lower berth along one partition, leaving a narrow passageway to a tiny window at the far end, beneath which reposed a commode equipped with pitcher, wash-bowl, and towel. This surmounted the customary portable convenience below. A single unshaded, electric bulb glowed not too brightly over a cracked mirror. The deck was covered by well-worn linoleum. "This must be the Bridal Suite," I observed. My spouse replied with a significant sniff. We deposited our suitcase, locked the door and went out on the forward deck to witness this important Friday evening sailing.

The whistle gargled, and after delivering itself of some dirty hot water, it cleared its throat and sounded the conventional three blasts as we backed out from the pier. The propeller's wash sent ice cakes milling forward along our sides, barely visible through the early dusk. Once clear of the pier, NEWBURGH headed upstream into a frigid North River as a resounding barrage of ice pounded against her bows.

"Doesn't that injure her hull?" I inquired of the weatherbeaten Bosun.

"Naw," he boasted, "she is reinforced to take the shocks. She's the company's ICEBREAKER."

Thus we battered our way north, passing under the stern of the French liner DEGRASSE, all aglow in preparation for her week-end sailing to Le Havre. She presented a sharp contrast to our humble but courageous little craft.

"Il faut que nous alons comme CA," commented my mate, from which I gathered that in her opinion we were on the wrong boat headed in the wrong direction. I let it pass, and suggested that we repair to our sumptuous quarters and have a nip of the refreshments I had thoughtfully brought along. The damp chill made it seem like a good idea. By the time we returned to the deck outside, we had left Manhattan's skyscrapers behind us in the gloom and we were off, with Spuyten Duyvil to the East and the lofty Palisades to the west. The brilliant blue-white beam of the carbon arc searchlight atop the pilot house was probing the ice fields ahead, searching out the best openings in advance. The Newsreel team and the reporters had found a common interest in a quart bottle they were sharing, and feeling no pain. A cold drizzle was beginning to freeze on

the grey-painted canvas deck covering, which made it treacherous under foot. Just as we sighted the lights of Hastings-on-Hudson, the Cook appeared on deck in his white apron and tall white bonnet, announcing dinner by the syncopated clanging of his long-handled bell. We all lost no time in seeking seats at the single long table covered by clean white oil-cloth.

The dining area was separated from the galley only by a tall counter, over which the victuals were served directly from the coal-fired shipmate stove. There was no such thing as a menu from which to select one's choice; we were served what the Cook had chosen for the occasion, and it was good. First came steaming bowls of freshly made vegetable soup, accompanied by long loaves of Italian bread. A large dish of tub butter was centrally located on the table. The Cabin Boy distributed these offerings amongst all hands, including crew and passengers. All entered into pleasant conversation without formality of introductions, and we were to learn each other's identity as the meal progressed. The source of tantalizing fragrance that drifted out over the counter from the galley proved to be grilled pork chops and baked potatoes. Creamed corn in small oval individual dishes was passed by the Cabin Boy, whose snaggle-tooth grin resembled a broken down dock at low tide. His apron served to protect his front and to provide a convenient wipe for his hands. Although the passengers appeared to be well satisfied by the original generous portions, there were some huskies among the crew who packed away refills. Then came the freshly baked apple pie accompanied by large slabs of store cheese. Coffee was brought to the table in a large, conical, agate-ware pot with a bale handle. Milk also appeared in quart bottles.

The Captain, who presided at the head of the table, excused himself to relieve the Mate who then joined us. The Chief Engineer also disappeared to relieve his Assistant. The passengers lingered to smoke and chat, and the Cabin Boy collected 75 cents from each of us for this ample repast, to which we each added a dime for his services. He grinned broadly and said "Aw gee, - thanks."

We had been told that we could expect solid ice as we approached Tappan Zee, where the North River broadens out into a bay about two miles wide, so we went out on deck to view this spectacle. We were not disappointed. Here the real battle was about to begin, for we could no longer push our way through cakes of ice. Instead we were confronted by a vast expanse of sheet ice of unknown thickness. The little NEWBURGH gathered speed for the first charge, and as she struck the near edge of this solid area, a resounding report arose from under her bows, followed by splintering, grinding repercussions as great cracks appeared in the surface of the ice. Illuminated by the searchlight, huge cakes leaped up edgewise to go skidding across this frozen plane. The NEWBURGH shuddered and groaned in the onslaught - and lost headway. However, just before she stal-

led completely, the Skipper in the pilot house signalled the engine room for full speed astern so that, without pausing, we began to back out of the opening. Then followed the probing of the area by searchlight to locate the most promising cracks resulting from our attack. Meanwhile the Cinema team had been filming the assault, taking advantage of the brilliant illumination of the parts of the scene covered by the searchlight as well as some closer areas covered by their own floodlights.

Having backed off a considerable distance, NEWBURGH was now gathering speed for a second charge. This was a repetition of the first performance, but with an added feature. This time, after the initial impact and the explosive sound-effects, her bow rode up onto the solid sheet of ice beyond the newly broken edge, and as we staggered forward on the topside, our sturdy little vessel reared up like a bucking broncho. My companion from France clutched my arm and said, "Oo, la-la" (which, being literally translated means Oo, la-la). It is a most expressive comment, useful in a variety of situations, ranging from amusement over something unmentionable in polite society to utter panic in a frightening emergency. At the moment, it seemed quite appropriate. There was our good ship NEWBURGH up-ended and poised with the apparent prospect of sliding down backward to a watery grave. But instead, she suddenly broke through the endless sheet of ice that suspended her, and with an ominous crunching grunt, she settled down to an even keel. The Skipper yanked the whistle open to sound a triumphant blast and we all rendered a spontaneous cheer. The NEWBURGH had shown us that she was capable of battering her way through solid ice nearly a foot thick! The Newsreel team and the reporters passed their quart bottle around and included us in their hospitality. With this effective antidote, the penetrating cold ceased to make our knees tremble, or possibly it calmed our fears with the same result.

It must have been about midnight when NEWBURGH got herself solidly stuck. Apparently the process of reversing her engines just before stalling in one assault failed to accomplish the desired result, and there we were, trapped tightly in the surrounding ice. It was then that we learned why the little electric freight tractors had been brought along. Investigating the source of the humming chorus down on the main deck, we found the five little four-wheeled vehicles lined up abreast of each other and loaded with sand bags. In unison, they were run back and forth by their Stevedore-Jockeys, first to port, then to starboard. Soon the NEWBURGH began to roll slightly as this load shifted from one side to the other, and presently, with an alarming, crunching heave, she freed herself from the vise-like icy grip.

We cheered the new triumph, and NEWBURGH resumed her routine attacks on the frozen Hudson ahead. At length we became so thoroughly chilled, as the thermometer dropped down below zero, that we were forced to seek the warmth of our little cabin, where we found the steam radiator hissing a cheerful welcome. I lowered the upper sash of our window slightly for ventilation and raised the wood-slatted blind from its pocket for priv-

acy. When I climbed up onto the upper shelf, the wool blanket certainly felt good. Peering over the edge of my bunk, I observed my fastidious French female friend rolling back the freshly laundered sheets and intently examining the mattress seams.

"Que cherchez vous, ma Petite?" I inquired.

"Cuckoos," she explained. But evidently she failed to find any for shortly afterward she turned out the single light. Several times during the night I awakened, not because of the sound of battle, but strangely enough it was when the profound quiet settled over the little steamer after she got herself stuck fast. It was then that I promptly recognized the humming chorus that followed as the squad of electric trucks turned to, gently rolling NEWBURGH to and fro. This was a unique version of being "rocked in the cradle of the deep".

Breakfast was announced by the loud clamor of the Cook's bell. We joined our shipmates at the long table, where the grinning Cabin Boy started us off with stewed prunes, known in the profession as "Morgan Line strawberries". Then came bowls of steaming hot oatmeal, in which all hands buried generous hunks of butter, and after that was melted, they filled the bowls up with milk and POURED sugar over the mixture. That, with the buttered toast and coffee would have been a sufficiency for us, but it was followed by bacon and eggs with home fried potatoes. What a breakfast, and all for 35 cents!

As the morning progressed, the thermometer continued to fall, and so did the barometer. NEWBURGH fought her way up around the crooked bends past Peekskill and Highland Falls. As we approached West Point under darkening skies, a dense mixture of sleet and snow obscured vision until it became impossible to make out any landmarks. Our whistle set up a periodic din.

"How do you fellows know where you are?" I inquired of our doughty Skipper.

"We don't exactly," he admitted, "we go by dog-bark and whistle echoes." Amid those lofty mountains along both banks, there seemed to be echoes, and echoes of echoes. I marvelled at the peculiar skills required for this type of navigation.

It was after we battled our way up past West Point that we came upon the line's other two steamboats, stuck fast in the ice. As the afternoon wore on, we smashed on closer and closer to them, finally breaking a path which made it possible for us to tie up our port bow to the starboard quarter of the larger BENJAMIN B. ODELL. She was heading upstream, with POUGHKEEPSIE heading downstream tied up to her starboard bow, just ahead of us. Our arrival was enthusiastically greeted with cheers by all hands on both of these steamers. Soon we were transferring coal in sacks and an assortment of supplies to both vessels, a process that involved the use of hand trucks and which consumed considerable time. By the time this operation was accomplished, the ice had closed in all around us - with the result that NEWBURGH, like the other two, found herself firmly ice-bound.

Although it had been expected that NEWBURGH would reach the city after which she had been

named some time Saturday evening, Saturday came and went without our arrival. A committee of three officers, one from each steamboat, set out across the ice to seek a telephone and advise the home office concerning our progress. The Cinema team and the Gentlemen of the Press elected two of their group to join that expedition with the object of replenishing their vanished supply of liquor. "We thought it was only going to be a two-bottle trip," they lamented.

Since the electric tractors with their sand bags were unable to roll us out of the icy grip, it was decided to suspend efforts until Sunday morning, allowing the storage batteries and the crew a much needed opportunity to recuperate. After dinner we joined the rest in visiting back and forth among the three steamboats locked together in the mid-stream polar scene.

It was around 10 p.m. when the shore expedition returned. We were alerted by hearty hails from the river bank. Presently the powerful searchlights from all three marooned steamboats provided illumination which disclosed a big double-truck open sleigh drawn by a pair of magnificent percherons and driven by a fur-coated and fur hatted farmer. The two sturdy horses were steaming, and icicles dangling from their bushy manes and shaggy fetlocks glistened in the blue-white beams of the arc lights. The ensuing episode offered all the elements of a Keystone comedy for the Newsreel camera. It seems regrettable that at that time no sound track was being recorded. The sleigh's passengers dismounted and raised their voices in lusty song that carried well across the intervening river ice and echoed from the hillsides. Our suspicions that their mission had been fruitful were confirmed when they proudly held aloft a glass gallon jug, which later proved to contain Hudson River applejack, notorious for its potency. As the members of the expedition began making their unsteady way across the jagged ice, they slipped, skidded, stumbled and fell. One of them, losing his feet, would knock the feet out from under one of his partners. Others attempting to assist a fallen comrade, would, in turn, be capsized. In response to the shouted admonitions of shipmates out on the steamboats, the struggling returnees would triumphantly hold aloft the glass jug to reassure them after each mishap. There were moments when, shielding their eyes against the intense glare of the searchlights, they seemed to find the illumination more of a hazard than a help. Somehow they managed to reach the ladder at one of the cargo doors of NEWBURGH, where eager hands hoisted them up and inboard with their precious jug miraculously still intact. Immediately, NEWBURGH became the most popular of the three ice-bound steamboats.

On Sunday morning, as soon as breakfast was out of the way, efforts were resumed to break the

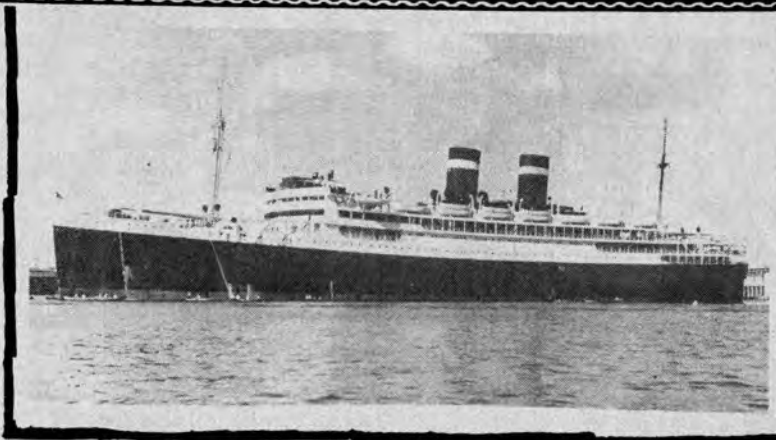
three vessels out of their icy prison. A plan was evolved by the Skipper of NEWBURGH for cooperative action. It was arranged that upon whistle signals from his vessel, all three would exert full power downstream or full power upstream regardless of which way they were actually headed. This maneuver, combined with the rolling technique of the electric trucks, finally proved successful in breaking the three steamboats free. NEWBURGH then attended to opening a small turning basin so that POUGHKEEPSIE could get headed upstream and return with BENJAMIN B. ODELL to Newburgh for much needed bunker coal.

Thereafter, NEWBURGH began the task of breaking open a channel to Newburgh for herself and the other two steamers, pausing only when she got stuck and had to employ the electric tractors to dislodge her. But the batteries of these little vehicles were beginning to show signs of weakening, and each time they were called upon to assist, they responded with diminishing vigor. The Chief Engineer attempted to contrive a jury-rig for recharging the batteries from his ship's generator, but it was a slow and frustrating process which could only accommodate one set of the batteries at a time. Nevertheless, as darkness fell Sunday evening, the courageous little NEWBURGH, smallest of the fleet, triumphantly led the procession in to the landing at the company's home port.

The Cinema team and the reporters made a dash for the night train on the West Shore Railroad so as to land the results of their efforts back in New York as promptly as possible. However, we elected to spend one more night in our humble but cozy retreat on NEWBURGH. After another hearty breakfast aboard, we disembarked and caught the morning train for Weehawken, where we connected with the ferry to Manhattan.

Thus ended our memorable experience in the expedition to rescue the ice-locked steamboats of the Central Hudson Steamboat Line. Within the year, bankruptcy overtook the company, whose business was suffering from the competition of railroads and highways, and the venerable little NEWBURGH was sold to a Boston outfit which converted her into an excursion boat, renaming her NANTASKET. Today a tall husky licensed Marine Engineer who graduated from the Hudson River steamboat fleet of the Lackawanna Railroad, goes to sea in some of the biggest steamships under the American flag. He is a source of great pride to two of the passengers who embarked on that ice-breaking expedition while he was "expected". Jack's closely cropped jet-black beard is probably a practical protection and comfort on his run up to ice-choked Cook Inlet near Anchorage, Alaska. Viewing askance his fierce facial adornment, his Mother murmurs, "Oo, la-la!"

"STEAMBOAT BILL" IS THE QUARTERLY JOURNAL OF THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC. IT PROVIDES ARTICLES ABOUT SHIPS AND STEAMBOATS OF AN HISTORICAL NATURE NOT NORMALLY FOUND IN OTHER U.S. PUBLICATIONS: MEMBERSHIP COSTS ARE \$7.00 PER ANNUM. WE RECOMMEND IT HIGHLY FOR "STEAMSHIP" BUFFS WHO LIKE TO READ ABOUT THE HISTORICAL PAST OF THE GREAT LINERS, AND OTHERS NOT SO GREAT. MEMBER SHIP DUES ARE \$7.00 PER YEAR: IF INTERESTED WRITE: MRS ALICE S: WILSON SECRETARY & LIBRARIAN, 414 PELTON AVE: STATEN ISLAND NY. 10310. TELL HER YOU ARE A "SWP MEMBER" PLEASE.



S.S. CALIFORNIA - WMCM



Thomas F. Nugent

THOMAS F. NUGENT (D) "TOM" 294-P WØOBL

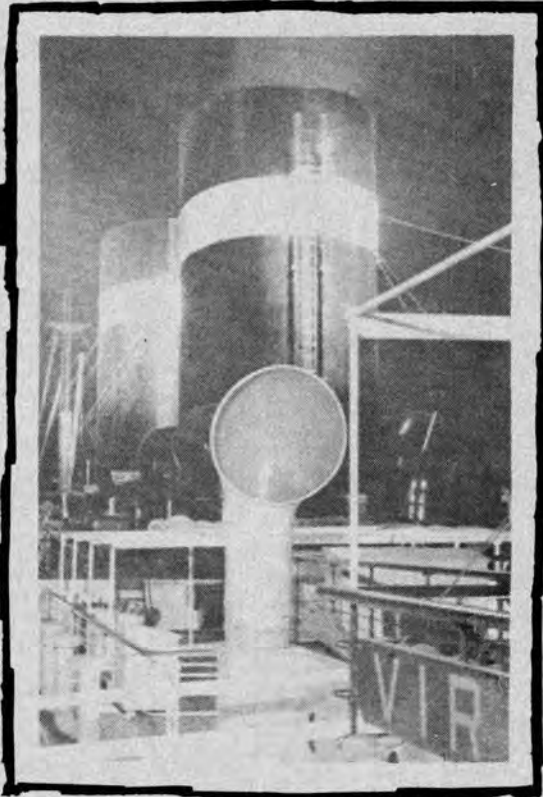
"TOM" NUGENT (Deceased June 29 1972) at St. Louis, Mo., was one of the best known American Radio Officers during his life. He was known "Coast to Coast" due assignment on the S.S. CALIFORNIA as Chief for over five years. The SS California was launched in 1928 and at the time was the largest American-built ship. Call of the SS California was "WMCM" as many an old-timer will remember.

In addition to the SS California, Tom served on over thirty ships during his career. One of his more important assignments was aboard Vincent Astor's Yacht "Nourmahal". Here he met some of the world's well known personalities. Included among the passengers and guests who sailed aboard the Yacht were President Roosevelt and Vice President Dawes. Tom was awarded a citation for his outstanding service aboard this assignment.

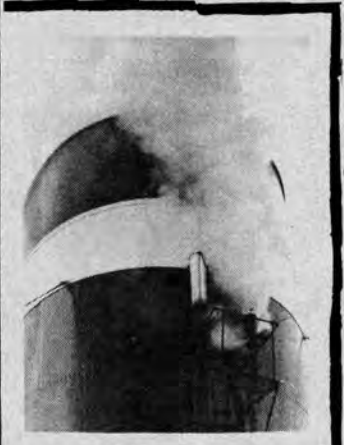
The Yacht Nourmahal was also interesting because of the ports she visited and the cruises she made. Included in Tom's log was several visits to the Gallipageo Island in 1936 before it became "famous" and started to receive so many visitors to its shores.

Tom joined the SOS/CQD'er CLUB through collision of his ship, the S.S. MOHAWK off the New Jersey Coast, during dense fog, in 1928.

Daughter mailed many of Tom's old pictures and memorabilia to the Society for our historical files, which we value and appreciate very much. Any old friends who may wish to get in touch with Tom's wife or daughter may do so by writing through the Society. We will forward such mail.



FUNNELS ON SISTER SHIP SS VIRGINIA

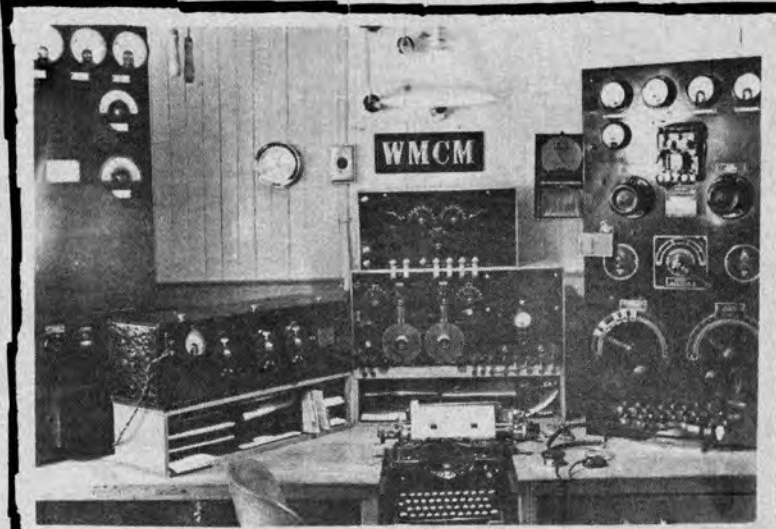


.... ALL ASHORE
THATS GOING ASHORE



RADIO ROOM
ON BOARD THE
S.S. CALIF.

PIX FROM TOM
NUGENT'S COL-
LECTION.



"And It Came To Pass ---"

Wherein Radio Liars Cometh Up for Discussion

TALES OF THE WIRELESS
PIONEERS -- Henry Dickow

AND it came to pass that a certain ham was appointed a statistician in the city of the government; even one of those who hath at his tongue's tip data of great interest, like unto the fact that if all the spaghetti manufactured in the United States in three weeks were placed end to end it would reach from New York City to Oshkosh, Wis., should anyone wish to follow it that far. And the combination of a radio man and a statistician in one was fearful and wonderful.

He setteth himself to determine the number of tubes burned out in a year, and the results maketh him wish that he were De Forest. He maketh notes on the number of times that "O M" is heard in the air in seventeen evenings, and lo, the number runneth off the right side of the paper. He noteth the number of hams who asketh "How is my tone?" and gives thanks that C. W. maketh this query unpopular. He maketh many and divers compilations, and learneth much.

One day the Chief, even he who was in charge, cometh unto him and saith, "The word hath gone around that the followers of Radio are liars, every one, and it is desired that this blight upon the moral life of our country be investigated." And speaking further, he delegateth our friend to look into the matter. The report followeth:

The belief that all radio men are liars is found to be indeed well founded, for the writer hath traveled the length and the breadth of the land, and lo, they all telleth tall stories. And the nature of these radio liars (for each class falleth into a group by itself), is various, in this wise:

The radio liar whom we all knoweth is he who maketh up wonderful tales of distant parts wherein his call hath been picked up. He enlargeth upon his DX operation at all times; he disregardeth the report post-cards he receiveth, for he careth not for facts. He talketh boastingly before beginners, and speaks knowingly of "reaching out." In club meetings he addresseth the chair and all and sundry on the rights of "us DX men." He carryeth around cards from stations that reporteth him from distances of two or three hundred miles, and claimeth to have many more at home, which haveth a way of becoming mislaid. And of all radio liars he is the most numerous and the most harmless, for lo, all wise operators knoweth him, and heedeth not his empty words.

And in the second place cometh the married-ham liar, and indeed his sins are many and various. He telleth his

wife that he cometh home at 9 o'clock when he leaveth for radio club meetings, and he returneth not till 11. His wife asketh him how much his new two-step costeth and he saith \$8. She reproacheth him for the new tubes he buys, and he explaineth that they are only four bits per. He spilleth acid on the rug, and claimeth that it doeth it good. He promiseth his wife a new hat, and lo, the money goeth for a new panel and a pair of Baldwins. He condoleth with other hams who hath taken unto themselves wives, and claimeth that his wife loveth his radio, and encourageth him to spend his time humped over the operating table. Yea, the perfidy of the married radio liar knoweth no bounds; he telleth the tax assessor that the radio set is merely a bunch of worthless junk, albeit, the latter sin is confined not to married hams! (Nor, saith some, is it a lie!)

The operator of the spark station blinketh the lights for a block, and agreeth with his wrathful neighbors that the service is rotten. He causeth sparks to jumpeth out from the gas stove in the house of the folks next door, and calmeth them by saying that it is only their personal magnetism leaping to a ground. He causeth various uproars in the telephones of his neighbors, and then taketh the lead in asking them if they noticed the horrible noise, and lo, they suspecteth him not, as was his aim. He bloweth fuses in his own home continually, and telleth his father that it is due to the culminative effect of mother's new percolator. And his father, having respect for the wisdom of his first-born, believeth him. He telleth his dad that he getteth an "A" in four subjects, so that he getteth that new rotary and signeth his father's name to a report card that beareth as its highest mark a "B-." He truly is an Ananias the Second.

The new owner of a radiophone receiving set becometh a most proficient, albeit innocent, liar. He telleth of the many and mighty carrier waves he picketh up, and lo, it is only his tubes howling. He saith that he heareth long distance telephones (very faint ones, that surely cometh from afar off), when it is only young Winters in the next block experimenting with a microphone in the ground lead of his receiving set. He denieth indignantly that he is causing trouble by using an oscillating regenerative set, and sweareth that his is a Westinghouse, and not an oscillating regenerative. He almost persuadeth his dealer to make good a tube that burneth out with half the rheostat in the circuit,

until the dealer learneth that the battery in use was "the small one," as "the current consumption of the filament is very low" and the plate potential quite high, according to the instruction books. He lieth convincingly because he lieth unknowingly; truly he is a lovable liar, and the time will soon come when he will lie with intelligence and understanding, as becometh a real ham.

Of late there hath sprung up a new variety, and he is called the dabbler in C. W. Truly is he a great liar, for he claimeth that he hath discovered an electrolytic rectifier that heateth not up. He cutteth up his mother's favorite saucepan for aluminum, and the water-pipe for lead; when they are found to be missing he calmly layeth the blame on the junkman. He contendeth that his modulation is good in the presence of divers and enthusiastic witnesses to the contrary. He causeth weird gurglings and howlings and sputtering and rasping in the air, so that the ears of his fellow hams are blasted, yet he stateth that he doeth no such thing. He burneth out divers 5-watters, and replaceth them hastily, fearing to admit his ignorance in burning them out. He laugheth at spark stations and calleth them obsolete and old-fashioned, asking the owners thereof where their magnetic detector is, and other questions in the same spirit. He even claimeth that he hath a good I. C. W. scheme that is efficient, simple, cheap and that giveth a good and steady tone. Truly, he is a mighty liar.

Thus concludeth the report of the investigator, who submiteth it to his superiors with the feeling of having accomplished a good job. But lo, and the end was not yet, for his chief calleth him upon the carpet and saith unto him, "Thinketh thou that this report is complete. Wherefore hath thou found not the radio liars who write some of the copy we see in the daily papers? Art blind? And by what token hast thou neglected to report on the radio liar who filleth out his government license blanks with information on a set that existeth only in his imagination, and diagrameth an aerial that would be his were it altered in some five or six ways? Hast thou never been an amateur? And how come—" his chief continueth for an hour.

And our hero returneth to his office, and he sitteth there wrapped in thought for many hours, and then rewriteth his report in this wise:

"It is written that 'All men are liars.' That goes double for radio men."

And lo, he hath said a mouthfull!

Exit "KUSD"...

That fact may be more dramatic than fiction is demonstrated by this graphic portrayal of the important part played by radio in the rescue of the passengers and crew of the ill-fated "City of Honolulu." Well-deserved tribute is paid to the former amateur operators who manned the vessel's radio cabin.

SOS SOS SOS! - de KUSD - fire aboard ship please stand by for position!"

This dramatic message, flashed across the Pacific ocean at 5:56 o'clock on the morning of October 12th, brought to a listening radio world, the first intimation that the palatial steamer *City of Honolulu* was afire 700 miles off the California coast with 262 persons, passengers and crew, aboard.

The vessel had cleared from Honolulu on October 7. It carried a standard Navy type Radio Corporation of America 2 k. w. spark set, in charge of Chief Operator Walter P. Bell of Oakland, Second Operator H. D. Hancock of Venice, and Third Operator N. C. Kumler of Yakima, Wash.,—all former amateurs. The radio staff worked in three shifts of four hours on and eight hours off duty.

Kumler was on duty when the fire broke out, but he knew nothing of it. He had the "dog-watch," from midnight until 4 a. m., and there had been plenty to keep him awake. A two-hour message from Pearl Harbor was one thing. Static was another. Off to the Westward "WML" the *Lurline* had been handling re-transmission stuff to "KHK"—Wahaiwa, Hawaiian Islands—when Kumler decided to clean up. He had one for the *Manoa*—"WMQ."—and reached for his key.

"*WMQ de KUSD!*" he called, signing the call for the *City of Honolulu*.

"Go ahead," sang out the *Manoa*, two hundred miles away.

Kumler reached for his key . . .

Into the radio room came the sudden ring of the bridge telephone. Kumler paused and glanced at his clock. It was 5:40 a. m., just before dawn. Instantly he knew that something had happened. Telling the *Manoa* to wait a minute, he answered the telephone.

Captain H. R. Lester, the vessel's commander, spoke to him from the

bridge. "Wake the other operators and report to the bridge!" he commanded.

Kumler knew then that something serious had occurred. He immediately awakened Chief Operator Bell, who slept in an adjoining cabin, informed him of the captain's orders and rushed to the bridge. There he was told the ship was on fire and to ask all vessels to stand by until position computations were made.

broke the silence of the air with the vessel's position—"Latitude 31-07 North, Longitude 131.40 West."

Three acknowledgments came back from that position announcement—the *Enterprise*, the *City of Los Angeles* and the *Thomas*. In the meantime KPH took official charge of the air, broadcasting a "QRT" to all vessels to "stop sending." NPG, Goat Island, similarly ordered all naval vessels into silence and a tomb-like quietness dropped over 6,000 miles of busy night air.

Aboard ship, the battle against the flames had begun. The wireless operators stayed at their posts, oblivious to that portion of passing events. Bell took charge of the key work, the other two maintaining a messenger service between the radio room and bridge to facilitate orders from the ship's commander.

As all the world knows, the battle of the crew and the ship's officers against the encroaching

flames was a losing one. Smoke was everywhere, swirling down upon the decks and the radio room in great billowing clouds. Passengers were running to and fro gathering up personal belongings. The crew were preparing the lifeboats for the inevitable. Through it all, three radio operators, with impassive faces, played the game with Death—and won.

The *City of Honolulu* tilted over on her beam ends as the fight went on. She wallowed with a list of thirty-five degrees to starboard. Bell braced his foot against the table. His pencil and message blanks went skidding downward. Articles fell out of the racks. The chairs slid the floor and banked against the wall. The switchboard was tilted at a crazy angle. But the outside radio world knew nothing of this until afterward. At the time Bell's sending was smooth, steady—as cool as his nerves.



W. P. Bell

H. D. Hancock

N. C. Kumler

When this was reported back to Chief Operator Bell, the latter sent out the "CQ" call, noted above, which shocked a whole West coast into instant attention, and turned half a score of half-awake operators into competent, alert machines.

East and West sped the "CQ" call. It was caught at Pearl Harbor. It was picked up by three vessels—the *Enterprise*, the *City of Los Angeles*, and the U. S. Army Transport *Thomas* many miles away. It drummed into the ears of the night operator at KPH, the Radio Corporation station at Marshall, Calif., and throwing on his full power he flashed back an answer.

"Any report?" he asked.

"Not yet," said Bell, sighing with relief. For, even in the annals of quick radio, that was somewhat of a record—a matter of three seconds response to a call from mid-ocean.

Two minutes after the "CQ" call went forth, Chief Operator Bell again

Continued on page 74

EXIT "KUSD"

At 7:20 with daylight full on, KPH snapped a query across the intervening space:

"Is the fire any worse?"

"About the same," retorted Bell nonchalantly.

By 8:00 the whole coast knew what was happening out in mid-ocean. Here and there distant boats had started a call, only to be shut up by KPH, NPG or some other station or boat, aware of the desperate struggle that the *City of Honolulu* was making. Gradually the facts became known. Ashore, marine agencies, shipping interests, hundreds of radio operators—amateur and professional—were at their instruments, listening, listening . . .

Sharply at 8:30 a.m. there came the little three-letter call from KUSD that sent a shiver up the spine of every man that heard it:

"SOS! SOS! SOS!"

It was followed by a direct call to "WMN" and a repeated position enumeration, "WMN"—the *Enterprise* answered immediately, the operator having been waiting momentarily for that very thing.

"Come to our aid!" came Chief Operator Bell's imperative command from the distant, burning *City of Honolulu*.

"Coming!" replied the *Enterprise* laconically.

The listening world knew the fire was bad then—visualized the situation, heard the answer. Into every brain crept a picture of that pillar of flame, licking avidly around the helpless human freight, and the *Enterprise*, swinging about in its course and racing to the assistance of the doomed liner, with forced draught and "full speed ahead" on its engine-room dial.

And a desperate time indeed was being experienced aboard the *City of Honolulu*. With the vessel tilted away over on its side and the ship itself threatening every minute to turn turtle, the work of launching the life-boats had begun. One by one, they were loaded up and swung clear—down into a sea that was mercifully calm, and reasonably smooth. There was no mishap—a tribute to the efficiency and training of the crew and the coolness of the ship's officers. Afterwards, when all the facts came out, it was learned that there had been no panic.

Again, later, on the air, came the flash from the burning vessel:

"*Enterprise*—are you coming?"

"Yes—how is it?"

"Lowering boats now—very bad fire . . ."

Excitement sprang to a fever heat in all directions. Practically all radio business on the coast suspended. Would the *Enterprise* reach the scene in time? Would the race be of any avail whatever? Was another grim tragedy of the

sea being enacted, out of reach of human help? These questions flitted through the heads of more than one radio operator, and no answer came out of the ether in reply.

Three minutes after 9 o'clock came another radio laconic from the *City of Honolulu*—from the unshakable operator on duty sitting unconcernedly above a seething furnace:

"Leaving ship any minute now . . ."

Bell's hand was steady, despite the angle at which he was working and the orderly excitement all around him. His assistants no longer relaying with the bridge, were helping with the work of loading the life-boats. The radio was his alone . . .

At ten minutes to 10 o'clock he sent the *Enterprise* a message that will live long on the Pacific Coast—a message that tells better than the ethical dissertations of a radio instructor the correct perspective of a wireless operator's job:

"All left but the captain, chief officer, chief engineer and myself . . . !

On the heels of this, a shore station offered him a message addressed to Captain Lester. Bell accepted it, with his operating table pointed toward Neptune's locker. A moment later, his spark was again on the air to KPH—the answer trotting steadily out of the smoke billows that lay like a pall around his ship. And then . . .

"Leaving ship now, GB,"

The most dramatic farewell ever recorded in the history of Pacific wireless! Terse, simple—he "kissed off" a fine deed of loyal service, with a casual "sine," as though departing from burning ships was a matter of daily routine. That final tag on the end of that last message from the *City of Honolulu* will remain long in the memories of those who heard it.

The rest of the story is marine history—the floating of the lifeboats on

the silent sea, awaiting the arrival of succor, the message that turned the freighter *West Farallone* about, to pick up the little colony of twenty boats at 4 o'clock that afternoon, and their transfer to the more commodious *Thomas* at dawn the next day, and safe landing a few hours later at Los Angeles.

Out of the episode two paramount features stand forth—the remarkable record of the radio, through whose efficiency the entire ship's personnel and its passengers were saved with much of their personal property, due to the rapidity and efficiency of the Radio Corporation's invisible network of wireless protection, and the sterling performance of the radio operators through whose coolness and loyal service, given without regard to personal danger, another grim tragedy of the sea was averted.

But above these two circumstances, is one other factor which should be of interest to every radio fan who reads this, namely, that the men who carved this little record of radio history were amateurs—students of radio, the so-called "tinkerers" and experimenters of the barn and woodshed, who grew up with the "game," learned it in their kid days, graduated into professionals, and faced grave responsibility and possible death, remained faithful to the ideals of the craft.

The burning of the *City of Honolulu* is ranked as a marine loss. But it is an epical gain—for the cause of amateur radio—a justification for all the hours, time and money spent in its pursuit and development. For to the perfected faith of three amateurs, two hundred and sixty-two persons owe their most ultimate debt—their lives!

Requiem... KUSD

Fire at Sea Oct. 12, 1922



"I JUST COULDN'T ABANDON MY OLD BUG, NOW THAT IT'S A MEMBER OF THE 'SOS/CQD' CLUB."

The Eiffel Tower Radio Station



THE Eiffel Tower radio station is known the world over. Its successful operation and efficiency can be directly attributed to the work of General Ferrié, one of the best known French technical men, and one to whom France is greatly indebted, having remained ahead of everything concerning the progress of military radiotelegraphy.

It was in 1902 that Captain Ferrié had the idea to use the 1000 foot tower to support an aerial, about three years after the first experiments of Senator Marconi at which he was present.

Between 1902 and 1914 the station had several improvements which we will describe later. We will also tell the great services rendered by it during the war, and lastly we will explain its actual rôle which is mostly to maintain communications with the capitals of the new far east European states, and to send scientific signals.

The aerial of the Eiffel Tower was made at first of a certain number of wires (4 when it was opened and 6 now) fixed to the top of the tower by means of extra long strain insulators. The wires were maintained apart from the steel structure by means of guys fixed in the *Champ de Mars* which is the garden in which the tower is erected, and electrically insulated from these guys. The wires from the lower end were connected to the lead-in as shown by Fig. 1.

The first transmitter used was an ordinary induction coil working with a storage battery and with which experiments have been carried out within a radius of a few miles. Then a new set composed of an alternator of industrial frequency, a transformer, and an oscillating circuit was substituted. The oscillating circuit was composed of a battery of condensers, a spark gap, made of two zinc cylinders, and an auto transformer which allowed the tuning to the proper wave length. This set is still used for the transmission of time signals, for the low frequency spark system is advantageous for certain measures, altho the low tone of the note is easily confounded with atmospheric.

Thanks to this set, successful experiments were carried out in 1903 and 1904 with the forts located in the eastern part

of France at a distance of 250 miles. These were considered wonderful results at the time.

At that time and up to 1909 the apparatus was installed in three little huts erected in the garden surrounding the tower, and in these huts, the portable sets were tested before being sent to the French colonies. These sets which were of the 10 k.w. type were considered powerful and had a range of about 600 miles.

It is also from the Eiffel station that the first radio signals were sent to Africa, a distance of 1250 miles. The writer was there at the time, and the possibility of sending military orders to General d'Amades direct from Paris, was an interesting result. These orders, received by the nearest radio station, were sent by searchlight telegraphy to the moving divisions and regiments of the French colonial army.

These results were so interesting that it was decided to develop this new means of communication by erecting a permanent and more powerful set at the Eiffel Tower radio station, but the space in the public garden being too small to allow the erection of a building, the station was built *underground*.

This underground installation is large and comfortable and composed of four parts taking the light and air from a square yard disposed in the center, and in which comes down the lead-in of the aerial. The power was formerly furnished by the main plant of the city, and a safety device allowed the use of the current furnished by the plant of the Eiffel Tower used in normal times to run the elevators.

A little while later a new transmitting set having a musical note was added to the old transmitter. The power was furnished for this set by a 600 cycle alternator and the spark was blown out by a powerful fan to avoid the formation of an arc between the electrodes of the spark gap.

It is also in this underground station that the first apparatus for automatic transmission of time signals, which has proved so useful to navigation, was installed.

The first time signal sent was only a dot sent with a precision of 1/10 of a second by the pendulum of a clock, at the observatory of Paris. This pendulum was equipped with a contact which at the exact time closed a circuit connected to a relay, this relay closing the primary circuit of the transmitter.

FROM FILES OF
DEXTER S. BARTLETT - HISTORIAN

Radio News for December, 1920





General Gustave Ferrie, Chief of the French Signal Corps Who is Largely Responsible for the Past and Present Efficiency of the Eiffel Tower Radio Station.

It was of course necessary, in order that the dot was not missed, to warn operators listening-in, by some preliminary signals sent before this dot, and the preliminary signals were sent with a key also from the observatory.

The time signals which have been sent every day since 1909 are now flashed into space in the following manner: At 10:44 A.M. (Greenwich time) and up to 10:44' 55" an operator sends some dashes by hand; at 10:44' 55" silence, and at 10:45' sharp the pendulum of the observatory makes the contact which sends the dot with a precision of 1/10 of a second. Then after one minute, i. e. at 10:46, the operator sends a series of *d's* (—) during 55 seconds and after a silence of 5 seconds a dot is flashed at 10:47 sharp. For the third time signals are sent between 10:48 and 10:49, the signals sent being *6's* (—....)

Other time signals are now sent at 10 A. M., as well as scientific signals which allow the time sent by the Eiffel Tower to be estimated with an accuracy of 1/100 of a second.

The signals giving a precision of 1/10 of a second, are sufficiently sharp for the use of the ships which are within a reception radius of about 1875 miles and the difference of 1/10 of a second is so little that it represents only an error of about 45 yards in the position of the ship, which is negligible at sea.

For the exact measurement of longitude as it has been done for Arlington a few years before the war, it is necessary to use the signals with 1/100 of a second precision.

The principle of the method is simple in itself. It consists chiefly, to compare the time of Paris and Arlington determined in advance by astronomical observations, with a precision of 1/100 of a second.

A pendulum beating each second, and whose beats are heard in a telephone receiver is installed at Arlington. The same telephone receivers are used to intercept the time signals sent by Eiffel tower. These signals are sent automatically by a pendulum whose beats lasts 1 second and 1/100.

Now suppose that 300 beats are sent by the Eiffel tower, corresponding to 300 seconds plus 1/100. All the transmission will last 303 seconds during which the Arlington pendulum will beat 303 times.

At the beginning of the transmission the receiving operator will hear two separate dots in the telephone, one corresponding

The Eiffel Tower Radio Station

FL

to the beat of the Arlington clock, the other to the dot sent by the Eiffel tower.

Since the intervals between the signals are of one second for Arlington and one second 1/100 for Paris, the signals corresponding to the two stations will not be received in the phones with the same difference. The beats will be nearer or farther from one another and at a certain time the two beats from Arlington and Paris will be received at the same time.

It will be only necessary when the two dots coincide to note the time of Arlington and also the number of the dot sent from Paris; it may be for instance the 56th dot sent from Paris that will be received exactly at the same time as the beat of the Arlington clock.

Now if after the signals Paris sends the exact time at which the transmission began, say two hours, 36 minutes, 18 seconds, 28 hundredth, it will be known that the coincidence happened exactly 56 seconds and 56 hundredth of a second after the beginning of the signals, that is to say at 2 hours, 37 minutes, 14 seconds, 84/100 of a second, and since the Arlington hour was known at the time of the coincidence, the difference of time between Paris and Arlington, viz., the difference of longitude, will be known with a precision of 1/100 of a second. It is in fact a time vernier.

We have given this procedure in detail because it has permitted some very interesting research between Washington and Paris before the war.

At the same time some very interesting experiments have been carried out at the Eiffel Tower station. In particular the radiophone experiments made by Messrs. Jeance and Collin of the French Navy, with a Poulsen arc transmitter, a range of about 65 miles was obtained which was considered a very good result at that time.

PRE-WAR EQUIPMENT

The Eiffel station before the war was composed of the following sets:

For despatch transmission, two spark sets; one with low tone spark and the other with musical spark. The aerial used was the aerial already described with a ground made of several hundred square feet of zinc plate buried in the garden around the station. Two supplies of current were used, one being the town power

plant, the other the Eiffel Tower plant supplying current to the elevators. The power in the aerial circuit was 45 kilowatts, and the range 2,000 to 2,600 miles at sea, during daylight.

Many foreign stations could hear the signals emitted by Eiffel Tower. The American stations for instance could pick up some messages, but the set was not powerful enough to allow a regular traffic between the two countries.

For reception the same large aerial was used in connection with sensitive apparatus, and another aerial fixed at the second platform of the tower was used for reception on smaller waves.

The results obtained up to 1914 had been of the most interesting kind. Communication had been established with Russia, and Arlington had also received some messages from the Tower. Innumerable numbers of international amateurs, all the ships in the Mediterranean Sea and in the North of the Atlantic, received the time signals and weather reports.

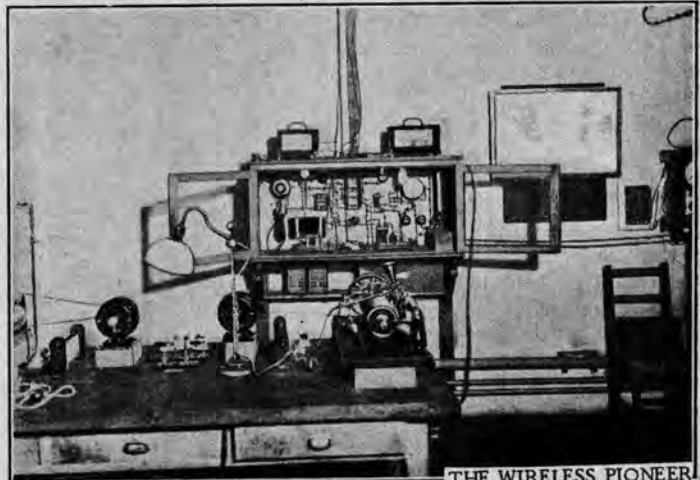
Finally the Eiffel Tower had established a regular traffic with the forts of eastern France and the dirigible balloons with which it could keep communication up to about 300 miles distant.

What happened to this excellent signaling during the War? What service did the Tower render? It spoke very little except for the communiques that the world listened to with great interest. Instead it listened very much and the results obtained with reception, are particularly interesting. Since the Armistice, however, the Tower sends again and has begun this traffic with the capitals of eastern Europe of which we have already spoken.

In the beginning of the war when the possible destruction of the station by a bomb dropped from a German airplane was feared, it was decided to erect another station not as powerful but installed in the tunnel of the Paris subway then under construction, in a place where it could not be destroyed by any size of bombs the Germans could have dropped. This station which was never used had for an aerial two wires, fixed at one end at the top of the Tower and at the other to the tower of the Trocadero Palace on the opposite bank of the Seine River.

The Tower first communicated with Russia, Roumania, Corfu, and Salonica, then in 1916 one tried to establish communication with America. Shortly before this, two Poulsen arcs had been installed in the station and undamp waves could be used for transmitters. Some very interesting results were obtained, but the regular traffic with the United States has been established by the radio station at Lyon, which we will describe in the future. The fundamen-

Time Signal Device Employed at the Eiffel Tower Station. In the Glass Case Shown in Center is Contained the Relay Which Breaks the Transmitter Circuit and Which is Automatically Controlled by the Master Clock of the Paris Observatory.



THE WIRELESS PIONEER

tal rôle of the Eiffel Tower during the war has been for reception. A great number of listening stations had also been installed around Paris; the reception was made by means of loop aerials with amplifiers. These loop aerials were either of small dimensions of 10 feet square and wound with a great number of turns, or made of only one turn of 100 feet square supported by two steel masts of 90 feet high and a distance of 150 feet of one another.

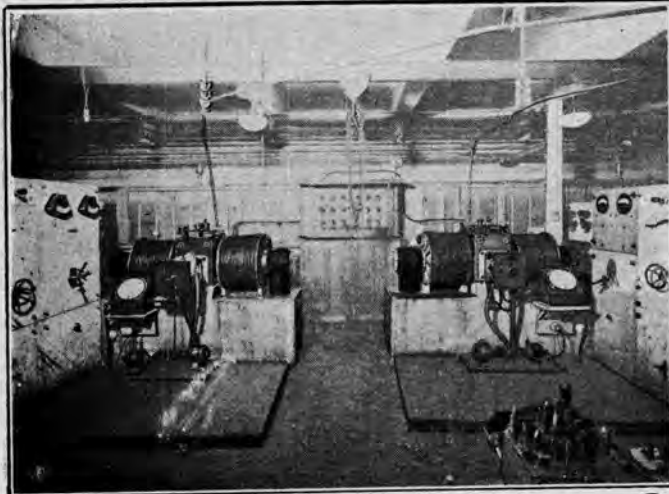
The Tower itself with its two aerials also controlled these receptions. Each message sent by a neutral or enemy station was picked up by two or more (generally three) receiving stations far enough apart of one another in order that static disturbing one station would not affect the others. This system has allowed the French signal corps to receive all the messages sent, German stations, Spanish Morocco traffic and also German Spanish traffic. The ciphered telegrams which were received this way were deciphered by the Intelligence Bureau of the French Army and gave some very important information which was of great use for the allies.



Fig. 1. Schematic Arrangement of the Actual Antenna Supported by the Famous Eiffel Tower.

DIRECTION FINDERS

Later, a great number of direction finders were installed. Some of them with one loop aerial and others with two frames (Bellini-Tosi system). This has been especially useful to follow the flight of the zeppelins and airplanes. At each instance of their transmissions, their exact place was known and their path could be exactly determined. This reception was stopped many times by great technical difficulties



The Arc Room Containing the Two 25-K.W. Arc Sets, One On Each Side of the Room. Control Panels Are in the Background.

presenting themselves. At one time, the Germans started the transmission of messages at high speed, impossible to receive in the ordinary way. Immediately we conceived the following means of catching these messages, by the use of very sensitive amplifiers. The sound was given in great volume and then registered, on phonograph records revolving at high speed. Then the

record was placed on another phonograph turning at low speed and the message could be read at the ordinary transmission speed, i. e., 20 words a minute.

Another time the Germans sent some series of dots which were unintelligible and which seemed to be sent by a fast apparatus such as a Hugues automatic transmitter. Another running in synchronism and impressed by means of a sensitive relay printed the telegram sent by the German apparatus. However, the clever staff of the Eiffel Tower station soon found the meaning of the dots heard. A synchronous Hugues system was installed and tuned on the German transmission. Immediately some German words were printed and the messages were then received as before.

It is also at the Eiffel Tower that the first experiment of transmission of speech across the Atlantic was carried out in 1915. A transmitter fitted with a great number of vacuum tubes was used. The modulation was made by means of several microphones controlling the whole current of the aerial, and the word "good-by" was distinctly heard on the other side of the ocean.

THE LABORATORY

The Eiffel Tower has not only been proved an ideal receiver as well as an ap-

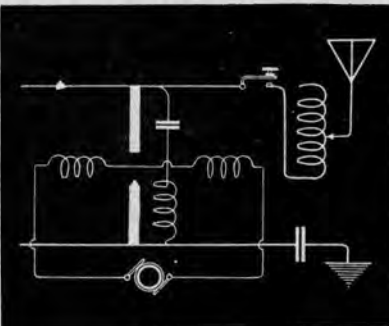


Fig. 3. General Scheme of the Eiffel Tower Station Arc Transmitter Employing a Special Blow-Out Circuit.

paratus used only for the communiqués, but it has also been a laboratory where were found some very interesting and new applications of radio. The De Forest audion was adopted to the needs of the armies, the question of the amplifiers carefully investigated under the clever management of Gen-

eral Ferrié, has given a means to improve the reception to a great extent. Some portable apparatus designed specially for the use of the French and allied armies came also out of this laboratory.

The officers of the American army signal corps who were very much interested in the work carried on in this laboratory decided to adopt the French apparatus for the use of the A. E. F. in order to standardize the system of communication.

It can be said that more than 50,000,000 of ciphered words have been received by the Eiffel station and other receivers which were erected around Paris. Practically all these telegrams were deciphered and of course were of great interest to the Allies.

During the same time, the Tower has sent about 1,500,000 words and it has spoken into the space specially since the Armistice. It has kept in touch with the German station and all the towns where the various commissions went, it is the Tower which sent to all the armies the famous telegram written by Marshal Foch and giving the order to stop all hostilities on the 11th of November, 11 A. M., an illustration of which appears in these pages. This sensational telegram is being preserved with the Eiffel Tower records.

Some time later, the Tower began a regular traffic with various large cities in the new states of eastern Europe. Traffic is now being exchanged with Warsaw, Prague, Belgrade, Budapest, Posen, etc.

After the Armistice, the reception not being so important, has been nevertheless continued, but the Tower again communicated with the armies in eastern Europe and other capitals which are not properly connected by wires with the other parts of the continent.

FUTURE WORK

What is the future of the Eiffel Tower? This station will remain under military management and in another war its rôle would be the same as the one it has played in the late war. In peace time it is used for the official traffic between the European capitals, the station at Lyons and Bordeaux being only used for the traffic with America and other countries over sea. A short time ago during the strike of the Italian postmen some telegrams for Rome were sent by it. Messages are also sent in some parts of central Europe to Moscow, Constantinople, and Sophia.

It is also the central station from which Paris can keep in touch with all French towns, and all colonies in case of defective communications by wire or cable.

In the near future it will be used by the airplanes as radio lighthouses, the airplane being equippt with frame aerials which will



Facsimile of the Radiogram Sent Out to the Allied Armies by "F.L." Announcing the End of the Great War.

allow them to find their way in fog or at night. Some very interesting experiments have already been carried out in France to direct some dirigible balloons by radio. A simple way to do this is to wind around the aircraft itself a loop aerial, the ver being in the cabin. When the ~~airline flies~~ ^{airline flies} in the direction of the Eiffel Tower transmission, the frame aerial being ~~perpendicular~~ ^{perpendicular} to its flying direction, the signals received are very faint. If the aircraft turns or deviates from the correct direction, the frame is in a better position for reception, and the signals received increase in strength. The aircraft then turns until the signals decrease. This system of direction finding is a little rough but it has given good results and the Eiffel Tower as well as all the other big stations have certainly a rôle to play as Hertzian lighthouses for the aircraft during the long flights.

But the most important rôle the Eiffel Tower has to play in the future is particularly an experimental one; in fact the Tower made only at first, at intervals commercial traffic, and its staff will have plenty of time to make researches in order to improve the transmitting and receiving apparatus. At the present time, there is under test a special device to cut out statics in-

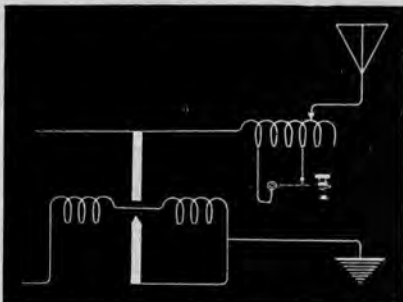


Fig. 2. One Way of Telegraphing By Simply Short-Circuiting Part of the Aerial With a Separate Key Circuit.



vented by a French officer, Mr. Levy, and which has already given excellent results. Another system also under test in the laboratory is an automatic transmitter sending a great number of words per minute.

A NEW METHOD OF ARC SIGNALLING

A short time ago Mr. Laüt, engineer at the Eiffel Tower, found a means to ameliorate spark transmission in changing the tone of the spark to another very much higher, which facilitates reception during strong statics. He has also found a means to cut out the counter wave in arc transmitters. The old arc set was transmitting continuously and the emitted wave was changed in length by merely pressing the key. This was obtained by short circuiting a certain number of turns of the aerial inductance as shown in Fig. 2.

As it is known, it is not possible to cut out or close the primary circuit of an arc transmitter, otherwise the arcs would be extinguished and of course the arc will not light again in such a small time as a dot made by the key.

Mr. Laüt invented a special circuit which allows only the necessary signals to be sent in the aerial and keeping the arc lit all the time. From an economic point of view this device is very interesting since it saves about 50% of the power and makes the reception easier since there is no counter wave to interfere with the signals. This is the latest practical invention made in the laboratory. Some others will certainly follow, for this station has always been an experimental field for the scientists who are working under the management of General Ferrié.

The Eiffel Tower station will not only be a laboratory, but also from the radiotelegraphic point of view a kind of museum. A model of each transmitting system known is actually installed in its underground room. Everyone of these sets is capable of furnishing individual powers ranging from 30 to 50 k.w. in the aerial circuit. All have a range of 1,200 to 1,800 miles, and can insure a regular traffic to all parts of Europe. These stations are the old low tone transmitters used for the scientific time signals, the musical note transmitter, the Poulsen arc, the Bethenod and La Tour high frequency alternator delivering a 20,000 cycle current and running at 6,000 revolutions, and a C.W. set using very powerful vacuum tubes.

The most important scientific rôle of the Eiffel Tower is the sending of the time signals permitting the determination of the longitudes with a great precision in the manner described in this article. The international time conference of 1912 has selected this station to send the time in the manner determined by the International Time Bureau with permanent offices in Paris.

Such is the future of the Eiffel Tower. After being one of the first powerful stations in the world; after having rendered great services during the war, it will work during peace time towards the improvement of the new technic which is called radiotelegraphy.

Museum and well equipped laboratory, this station which has been and will be useful to the whole world, that is owing to its time signals, has really a great rôle among the powerful stations of the world. It owes it especially to the reason that it is not a commercial enterprise and that the prominent scientists working under General Ferrié's management are not looking for profit but only for progress of the radio art.

Peregrinations of "Sparks" on a 'Yankee-Clipper,

MISS U. S. A.

The French girl is pretty, she's neat and she's cute,
From her chic little hat to her trim little boot;
She's frivolous, passionate, happy and gay—
But you really don't miss her when you sail away.

The "Limerick Colleen" is lovely and sweet;
(Rosy cheeks without "make-up" are truly a treat);
She's attractive and clever and good as can be—
But you don't seem to miss her when you're on the sea.

Italian signorinas take every prize
For expression and depth in their wondrous eyes,
For harmonious colors and music—and yet
She's not an impossible girl to forget.

You may roam to Australia and Africa, too;
You may travel in China or far off Peru;
You can meet girls in England and girls in Bombay—
But the girl you remember is MISS U. S. A.

Pioneers invariably had a rough road to travel, and the pioneers of radio in British Columbia were no exception. Around 1910, the Pacific coast group of stations consisted of three. Vancouver, Victoria, and Pachena Point. The latter station situated on the west coast of Vancouver Island in an isolated spot at the entrance of Juan De Fuca Straits possessed many shortcomings, the main one being a 1.5 KW spark set hopelessly inadequate for the job. In order to transmit a message to Victoria, a distance of only eighty miles, the operator would have to contact the U.S. station at Cape Flattery to act as relay.

Old time operators would ruminate on the difficulties of establishing communication, for frequently a week or more would pass and not a dot or dash would be heard.

It is hard to say what was the greatest factor in wireless becoming the prime navigational aid of the twenties, there were so many advantages both of a human value and commercial nature. Shipping companies had much to gain, there were lower insurance rates charged as marine underwriters took note of the increased safety to the travelling public. There was also a great saving on fuel consumption due to bearings carefully given, thus cutting down on running time.

Finally deep-sea captains overcoming scepticism and prejudice, sought bearings from this new fangled invention, and were surprised by their accuracy. No longer did they have to rely on 'shooting the sun', 'dead reckoning' or lead lines. A new pattern in navigation was set; a ships master could now relax secure in the knowledge, that at any time he could have an accurate report on his ship's position.

Indicative of the struggle to contain ship disasters, was an official report for the fiscal year ending 1922 issued by the Radiotelegraph Branch of Marine and Fisheries. Not only did it clearly demonstrate the worth of the wireless stations in general as an aid to shipping, but by reason of the dual nature of duties performed, played a great part in the early development of British Columbia.

The report stated that there were thirty-seven coast stations operating in the Dominion. The Pacific coast group consisted of nine; During that period, the combined services across Canada, (both coasts and the Great Lakes) were called on to render assistance to forty-seven shipping casualties, the east coast twenty-four, the Great Lakes eleven and the Pacific group twelve.

With losses at almost four ships a month, it was obvious that much more had to be done, wireless stations were still in their infancy. Receiving and sending sets, both on ship and shore had to be updated, and services expanded.

For transmission, new 5KW sets of Marconi pattern were put into general use; but at certain stations, due to location, this power was exceeded, such as Alert Bay, and Estevan Point, the latter



—Photo courtesy N. Smith

Pachena Point Lighthouse with original dwelling to right. The lighthouse, built around 1907, marked the entrance to Juan de Fuca Strait a few miles to the East.

using a 25KW set of naval construction and design, making it one of the most powerful and efficient on the north Pacific coast.

Primarily the Alert Bay station was erected as a navigational aid for shipping, but as new stations were built with D/F units that operated closer to the north Pacific trade routes (with less land interference) this station found a new role. With the relatively short range of existing transmitters, and being midway between Prince Rupert and Vancouver, it was in a prime position to relay thousands of messages from remote mining, logging and fishing operations along the coast. Also working in close coordination with the Alert Bay hospital, (the only one in that region) many lives were saved due to prompt action by the operators.

A few companies maintained their own radio stations, and fed their traffic through the government services.

At Anyox, then an active mining centre in the northern part of the province, with the Granby Consolidated Mining, Smelting and Power Company, operated their own station; The Whalen Pulp and Paper Mills, with plants at Port Alice. Swanson Bay and Thurston harbour had installations at each. The Pacific Mills at Ocean Falls was another. The Masset Timber Company Ltd., a large scale operation at Buckley Bay, put their station to good use. Last but not least, was the fishing industry represented by the Canadian Fishing Co., who operated stations at Butedale and Margaret Bay canneries.

Thank You

A PROFOUND " THANK YOU " TO E. GORDON KELK FOR ALLOWING US TO REPRINT HIS FINE ARTICLE - ALSO " HARBOUR & SHIPPING MAGAZINE OF VANCOUVER - ONE OF THE FINE NAUTICAL PUBLICATIONS OF THE WORLD: WE ALSO THANK S.W.P. MEMBER NELSON J. SMITH FOR PHOTOGRAPHS USED. WE ALSO THANK MR. BILL FILTHNESS, CANADIAN DIRECTOR



Isolated communities devoid of telegraphic or telephonic facilities were linked in order that contact with the outside world could be maintained at all times. Radio was the sole means of communication between the Queen Charlotte Islands and the mainland.

During this time period at Victoria, the Pulsar Arc sets were being superseded by continuous wave 'valve' (or tube as they are now called) transmission, and broadcasting was to be a thing of the future; already making its mark in the U.S.

Within the thirty years of wireless on this coast, the service reached a stage of unequalled importance to this country; this effort didn't just happen, some of the best brains were behind it, and the military precision in which it was run showed good results. In the twenties, experimental tests of vagaries of the ether were carried out by the stations on Gonzales Hill, (Victoria) Bull Harbour, (northern end of Vancouver Island) Estevan and Pachena Point. These tests were made at the instigation of Commander C. P. Edwards, director of the Canadian Radiotelegraph Service.

Results of these findings along with others, proved of tremendous value to the radio world. The overland test transmissions showed great fluctuations at certain hours during the night, while observations over water from the Canadian station at Estevan Point and from the U.S. Naval



Foundation of O.I.C.'s house being constructed at Pachena Point (E. W. Kelk was O.I.C. at that time, 1923). The building up on the hill was the power house with 120 volts of storage batteries to operate the station equipment. Two Fairbanks-Morse horizontal gas engines drove the generators by belt for charging. No power was supplied to the houses. Kerosene lamps were used.

station at Tatoosh Island, off Cape Flattery, were normal and steady throughout the night, and showed no tendency to deviate.

The existence of this marked effect over land was explained as due to less rapid de-ionization over water than over land, and its influence on the reflecting surface of the Heavyside layer.

When the Dominion Government started a large scale updating and expansion program to the wireless service in the early twenties, the D.O.T. attracted many young men from all walks of life; engineers, wireless operators, also handymen who could cut trail and help in the general upkeep of stations.

This new science offered interesting careers to many men, especially those who had served in World War I. and were familiar with wireless and army communications.

E. Wallace Kelk was one of these men. As a young lad he had lived in London, England and helped support a large family. At an early age he joined the army, deciding then to make it his career.

With the British Army, busily engaged in establishing an empire, he travelled to a number of outposts including some in India. It was there that he earned a commission serving with a cavalry regiment and was placed in charge of communications. His job involved the laying of land wires, and the installation of telephonic equipment.

When the war broke out in 1914, Kelk was shipped back to England. Still with the communication's branch, he served in the Dardanelles. He had a close call while transmitting messages to his unit. The Turks, after many rounds of artillery fire, began to get the range on the station and methodically lobbed shells, getting closer and closer. Fortunately some of the shells were duds, with one landing just behind the office. The repeated calls for help were finally answered, and the Turks driven off.

One of his favorite tales involved a German zeppelin; here in his own words, an excerpt from an article he wrote for The Vancouver Sun, March 11th, 1923.

"One incident indelibly imprinted in the writer's mind centres around the destruction of the first zeppelin over England, at Potter's Bar on the outskirts of London, the result of the late captain Robinson's exploit."

"We had tracked this aerial parish across the North Sea, over the Yorkshire coastline, across the Humber, through the Midlands. As the distance between the vulture and the metropolis rapidly decreased, so the volume of the wireless signals increased, the enemy operator transmitting his periodical reports with precision and an unruffled calm. Apparently no human agency could prevent the coming onslaught, the situation grew tense, momentarily we expected to hear the explosion of death dealing bombs, and then. . . although we knew it not, Nemesis was stalking abroad that night. . . we heard



Estevan light, with cluster of wireless buildings and aerial poles.

the zeppelin operator break off abruptly in the middle of a message, a few seconds silence, then a hurried agitated call, followed by a warning signal of quickly diminishing strength, then complete silence. The watchers had heard men on the way to meet their Maker.

A few moments afterwards, the confirmatory news came through; "Bravo," Captain Robinson, V.C. — R.I.P."

Wireless was a World War I baby, and was used with a good deal of success by both sides. Ironically its peacetime role in Canada was that of saving lives, continuing up to World War II when the coasts were silenced and blacked out.

Again evolution went hand in hand with revolution (war) and produced Radar, Loran, radiotelephone, and numerous other electronic aids. Wireless finally giving way to a chain of Loran stations that have won world recognition as a mode of guidance for ships and aircraft. In a few circumstances wireless with Morse Code is still used as an international signal language.

Wallace came directly to Canada after World War I, and his knowledge of wireless soon found him a job with the Department of Transport. His first major assignment was Alert Bay, British Columbia, where he settled into a new station house with his family. His previous experience enabled him to help with the installation of new equipment, and later serve the station as O.I.C. for several years.

Alert Bay, (a small community at that time) is situated on crescent shaped Cormorant Island on the upper east coast of Vancouver Island at the top of Johnstone Straits. The original wireless station was built in 1912. Mr. Wastell supervised the building, while Mr. Dundas served as the first operator. Even at that early date, the station proved indispensable, handling many messages for the government telegraph when the lines were down.

Compared with other stations on windswept isolated points along the coast, these people were fortunate sharing in the comforts that exist in any small town. There were grocery stores,

a hospital, schools, and even an ice cream parlor. Steamer service was good with regular scheduled trips during the month.

The government wireless service processed many thousands of messages that were relayed to major cities, this in turn aided in the growth and stabilization of industry.

Around 1921, the station consisted of two houses for the operators and their families, a powerhouse, and wireless building. An added feature that was very much in use, was a cable car on rails. This led down the hill to the cannery wharf; all supplies and equipment were hauled up by this method.

Alert Bay's busy station operated twenty-four hours around the clock, and many an urgent message was recorded during the small hours — an expectant mother — an injured fisherman or logger, to be rushed to hospital — a ship aground in the inside passage. These types of calls were given absolute preference over others, and any unwanted, interfering signals transmitted over the danger zone were quickly silenced!. Operators often working double shifts with irregular hours, had little patience with well rested hams who wanted a few minutes chit-chat. The precise nature of their work — headphones on, straining to make sense out of weak signals, catching every dot and dash, often relayed from stations many miles away, translating into long-hand, then transmitting answers. This all took its toll, leaving operators exhausted, and badly in need of sack time.

Routine schedule was not so demanding — a scowload of coal — a cargo of pulp, a packerload of salmon to reach Vancouver at a certain time, — a tug towing a large boom of logs, having to lay up in some bay waiting for weather. These were the messages that made up the commercial aspect of wireless.

It was during the government expansion program that one extremely vicious stretch of water on the Pacific coast from Cape Beale to Port Renfrew, was making the news frequently. This reef-strewn piece of coastline had claimed many a ship, earning the well deserved title "Graveyard of the Pacific" perhaps second only to Sable Island on the Atlantic side as a shipping hazard.

Writers of marine history have defined the "Graveyard" in a much broader sense. Some have it stretching from the Race Rocks to Cape Scott, in a way this is quite true, but mile for mile, the Pachena area has claimed more wrecks, and at an earlier time period than any other on the B.C. coast. Strong onshore winds from the southwest, and dangerous variable currents not surveyed at that time were contributing factors.

Wallace Kelk was transferred to Pachena Point in 1923, helping with the installation of new directional finding equipment, staying with the lighthouse people while houses for the operators were being built. That fall of the same year, the station was put into service with Kelk as O.I.C.



Situated high on a cliff overlooking the "Graveyard", Pachena beamed out bearings to ocean liners, coastwise freighters, and tramps that plied the Pacific converging there on their way down the Straits of Juan De Fuca.

As time went on, the worth of this station became quite evident, and a great increase in the number of bearings given were duly noted and recorded. Typical of ships using this service, was the Hudson's Bay steamer Baychimo, returning from a prolonged trading cruise in the Arctic. Approaching Vancouver Island in foggy weather, her captain, not having 'shot the sun' for several days, had but a vague notion of his position, and asked for bearings. Visibility was less than half a mile, and for all he knew, his ship could have been almost on the beach, or miles offshore, the strong tides in those parts being the determining factor. Receiving a series of bearings, his vessel reached the Swiftsure Lightship and the entrance of the straits safely.

As the lifeline of D/F stations were extended, the peril of the sea diminished accordingly, but there were exceptions, such as the grounding of the Norwegian vessel Tatjana. It was soupy weather and her master had not asked for bearings from the Pachena station. She piled up on a rocky shore of Village Island at the entrance to Barclay Sound. Luckily the sea was calm as it so often is in fog, and there was no loss of life. The Pacific Salvage Company did a good job in removing her, and after extensive repairs at the yards in Victoria, she sailed again.

Wallace Kelk wrote many columns and articles about B.C. wireless stations, and was an ardent follower of its development, also a highly skilled operator. An excerpt from one of his columns (1923) I believe, typifies the feelings and thoughts of all operators during rescue operations.

"The turbulent mood of the North Pacific during these fast fleeting winter months, has probably created a record in distress calls, but through it all, the wireless tradition has been fully maintained. We whose business it is to sit at the coast stations, and watch over the destinies of our conferees at sea can visualize them seated at their key during times of trouble. Their troubles are our troubles, and though they are of our kind, they represent to us ships, cargoes, and more especially precious lives.

Under whatever stress we may be working, pictures subconsciously form in our minds. As

the messages come through, the scene on board that ship is placed vividly before us. We can see the 'old man' with his tremendous burden of responsibility pacing the bridge, reckoning up as he gets the wireless reports his chances of speedy succor; working out in his mind the number of hours before the nearest vessel can reach him, and comparing the answer against the increasing number of inches of water in the hold.

We visualize the crew, hard at work, the women and the children, and we gather a ray of comfort as we hear the cool imperturbable working of the man at the key. We know he will stick to the bitter end, and so long as he sticks, there is a chance; we know the ether waves he receives spell hope to stricken souls, and thereby stabilizing influence do much to avert panic and allay gruesome fears."

The isolation of Pachena Point touched many who served at the station and lighthouse. The nearest village was Bamfield, a tough 10 mile hike over a swampy gulley ridden trail. Even though it was well maintained, and was corduroy in places, it still presented a problem. A few small creeks were bridged by windfalls, which in turn were planked and handrailed. In bad weather, with heavy rain or snow, these bridges could become treacherously slippery. Trips to Bamfield were few even in summer.

Winters were generally looked upon with apprehension. Violent storms would rage in series, sometimes lasting for several weeks, and could start as early as September. One winter in particular, the anemometer atop a high pole was ripped off, its last reading registered 110 m.p.h. Fifty foot waves lashed the cliffs, these coupled with high tides, brought water lapping at the very door of the lightkeepers house.



A stormy day off Pachena Point. Cable runs from flat rocks to top of 150 foot cliff. Freight was winched up cable by small gas engine. Calm weather required.

On other occasions, water tanks and lines froze solid, heavy snows along with strong winds further complicated matters. When conditions of this nature prevailed for any length of time, steamship schedules would be out of wack, and even the faithful S.S. Maquinna would sometimes

lose a trip. As with most of the island's west coast stations, much dependence was placed on two vessels the S.S. Maquinna and S.S. Estevan for supplies and equipment. Both ships have now left their fine mark of service in marine history along the B.C. coast. The S.S. Estevan was responsible for maintaining can-bouys, channel markers, lighthouses and wireless stations. She was equipped with heavy loading booms, had a complete machine shop with highly skilled mechanics.

Only in calm weather did either vessel venture into Pachena Bay with passengers and supplies for the station and light.

The lightkeepers double ended row-boat with two sets of oars, would make trips back and forth with small freight and passengers. Deft maneuvering was required to get under the sling, once there freight would be loaded into the sling and hoisted up the cable by a gasoline motor powered winch. The passengers would be put ashore on the rocks 150 feet below the cliff top. The fog alarm building, on the platform half way down the cliff was reached by steps with handrails. The lower 75 feet of concrete steps ran along a ridge of rock down to the water's edge. These steps had no handrail, so great care had to be taken in order to reach the shoreline safely.

The lightkeeper's boat was hoisted up to the platform, and stored alongside the winch engine.

Bamfield's lifeboat was used at times when the ground swell was a little too strong, or the freight too heavy. Taking passengers and luggage from shore to ship could be a ticklish job. People embarking, would be required to line up on a special rock, with deep water alongside, a tender would pull up, then with the seamen timing the rise of a swell with precision, a passenger or suitcase would be tossed into waiting hands. These men, (some had sailed the seven seas) rated high in seamanship, and would jokingly claim they had never lost a passenger yet, which was of course very true.

During heavy weather, both the S.S. Maquinna, and the S.S. Estevan, would sail nonstop past Pachena for the shelter of Bamfield harbour around Cape Beale. Supplies then had to be packed along the trail to the point, a job not relished by any of the men.

Station people had to organize their own form of entertainment — Christmas parties for the kids — picnics and fishing expeditions in the summer. Trout were caught in abundance in nearby streams, and made a welcome change from the usual fare. Rock and Ling-cod were also caught off the rocks at the base of the cliff. Small vegetable gardens (mostly potatoes) added to the fresh food larder.

Dense forest behind the station and lighthouse had an eerie look on stormy nights, dark and forboding, with creaking branches, the sounds sometimes punctuated by the wail of cougar.

These big cats were plentiful around that general area, and accounts were given of seeing half a dozen or more, frolicking on bright moonlight nights on the lawn outside the lighthouse.

Houses were not built with convenience in mind, generally having very small livingrooms furnished with wicker settees and chairs. Large wood ranges ruled the tiny kitchens, and were the central heating plant of the house. The bedrooms were kept warm with portable coal oil heaters. For lighting, kerosene lamps were used, electricity being a commodity used exclusively for the transmitters. However, there was no



The lighthouse keeper and his assistant, manoeuvring their double ended row-boat underneath the sling. Passengers in the boat include members of Mr. Smith's family with small children.

shortage of stove wood, and the neat rows of piled cordwood reached large proportions.

Mr. Nelson Smith has an enviable record of service with the D.O.T., 44 years to be exact. He received his initial radio training at the Sprott-Shaw school in Victoria during 1921, graduating the same year. Later, he helped with the construction and installation of a radio station, then went on to do the announcing and operation for 18 months. This was C.H.C.E., the first commercial station in Victoria.

According to Nelson, the original station was C.F.C.T. and consisted of a Marconi 4KW ship's transmitter located in the Centennial Church under the supervision of Rev. Clem Davies, with Cliff Deaville as engineer/operator. Although quite powerful for those times, the station proved unsatisfactory.

The start of Nelson Smith's career with wireless stations along the coast, began during 1923 when he was offered a job by the Department of Marine and Fisheries at Lennard Island near Tofino on the west coast of Vancouver Island. He operated their spark equipment, maintaining communication with Tofino and Estevan, also handling departmental messages and weather reports. This station worked in close relationship with the Tofino Lifeboat Station participating in many rescues.



In the spring of 1925, Mr. Smith joined the Bamfield Lifeboat Station under Captain Brady. This very important lifesaving station, used a 100 watt ICW transmitter, and communicated directly with Pachena Point. There was also a telephone line, but during stormy weather, it would usually be out of service.

Nelson Smith's next post, was Pachena Point, where he served as operator for six months using directional finding equipment for the first time. At the outset, a good bearing was one with almost a two degree swing on the minimum. . . later, improved sets brought this down to one quarter of a degree.

Japanese bride ships were coming to the west coast during 1925/26, and operators at Estevan would get hundreds of arrival messages from each vessel. Canneries were being built at Nootka, Ceepeecee, and McBride Bay. The barge Louisiana was also a floating cannery. These operations were later fitted with radio installations, and their traffic kept the coastal stations busy during the fishing season.

To appreciate the isolation of the Estevan wireless, and light station, one only has to look at a marine chart of that area. Estevan Point, a long low piece of land, stretches far out into the Pacific, and is situated almost centrally on Vancouver Island's west coast, between Nootka and Hotspring Cove. In his own words, Nelson



Small shed in foreground was distillery for battery water. Large building also in foreground, contained workshop, engine room, and battery room with 120 volts to run transmitters. To the left was the cooler for the 50 h.p. semi-diesel, behind this was the truck drivers house. The first house in the background was the O.I.C.'s, the second an operators. To the right of these houses was the water storage tank with a well underneath. . . water was very harsh, with a high content of iron. (Courtesy N. Smith)

Smith describes conditions as they appeared to him after his arrival around 1925.

"Equipment at Estevan Point consisted of 4 transmitters. . . IKW spark, 5 1/2KW spark, and a 1.6 long wave CW transmitter. The latter, was used for point to point circuits. When I arrived at Estevan, all receiving was done by hand, using a pencil. Later, the Victoria office got a new typewriter, so they kindly sent us their old one. This was quite a space saver for messages.

Living conditions were fair, and groceries arrived on the Princess Maquinna three times a month if you were lucky. They were landed at Hesquiat via indian canoe, and brought from Hesquiat over a corduroy road 5 miles to Estevan. At this time, we didn't have a truck, just a crawler tractor and a wooden sled. During the winter season, the hunting was usually good, with lots of ducks and geese. Fishing off the rocks north of Estevan was also good, usually getting plenty of small cod, and an occasional Ling-cod. Sometimes, one of the gang might shoot a wild cow in the bush, then we would have a feast. These cattle were descendants of some brought over by the Spaniards in their early explorations. They mutated somewhat, having heavy front quarters and small hind quarters, with heavy necks. However, they were edible up to two years of age, then very tough."

"During my time at Estevan Point, the O.I.C. was St Elmo Meiss, and the mechanical engineer was Ray Spouse. One operator was Fred Cornish, another was Bud Wolfe, both wonderful operators and quite individual. Other operators came and went during my time there."

With that era, assistance to ships in distress were numerous, and operators spent many long hours guiding rescue vessels to the scene. At times it was just a matter of keeping in touch with a ship caught in storm and wind, and wanting to know it's position from time to time. Such was the case with the tug Cape Scott. The signal Nelson picked up that day was so weak, it was almost a whisper. The tug was caught in a terrific storm off northern Vancouver Island, had lost it's tow, and was swept out to sea. The aerial was knocked out, and the sending set damaged. The operator, using a great deal of ingenuity, devised a sending set made up from a Ford coil he found in the engine room.

Nelson faced a problem with this call, the signal being so weak and fuzzy he could hardly make it out, let alone get a true position on the ship's exact whereabouts. A sharp clear signal was required for the equipment then, and operators were under strict orders from the D.O.T. to give only accurate bearings.

Finally establishing a general position for the operator aboard the Cape Scott, he kept in contact for three days as the tug rode out the storm. She made port safely, after having everything on deck washed overboard. The posi-

tion of her drifting scow was given, and a salvage tug picked it up virtually undamaged.

In 1930, Nelson Smith was transferred to Gonzales Hill, a very busy station connecting with the telegraph lines, which made it necessary for him to learn Landline Morse. It didn't take long, and inside of a month, he was taking press off the line. The sending equipment there had been originally spark, but was updated to 5KW-CW-ICW.

Somewhere along in the thirties, Nelson served as relief operator at Deadtree Point in the Queen Charlottes. He was at Cape Lazo when the first radio telephones were installed. There was a great deal of confusion among coastal boat skippers with this new electronic aid, unfortunately they had little instruction on their use, and maintenance was a problem. It was a case of radio technology moving too fast for service repair shops and technicians. However, these troubles were soon resolved, with phones becoming very popular with all types of vessels.

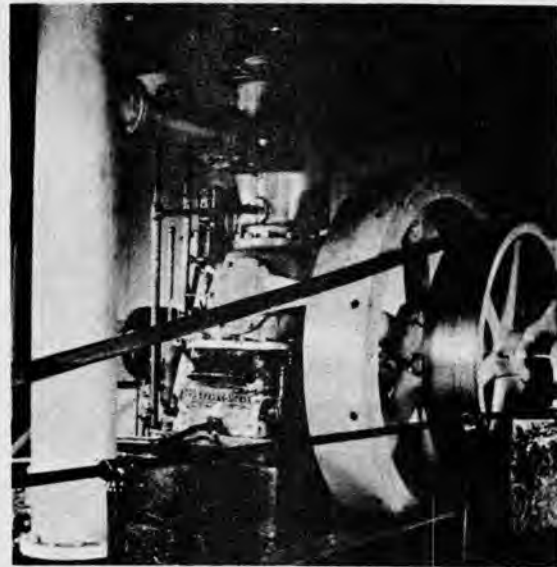
To round out his career with the D.O.T., Nelson gives this account; "In 1933, I was transferred to Pachena Point, staying there until 1937 when I was sent to Alert Bay, then in the thirties, I spent some time at the station in the Merchant's Exchange Building, (Vancouver) then to Point Grey. At this station, I was supervisor of a group of interception operators monitoring Japanese transmissions. In 1948, I was transferred to the Lulu Island transmitter station as maintenance technician, looking after 22 transmitters for a period of 5 years. In 1951 I went to the Regional Office, (Vancouver) for inspection duties, and for the last 10 years served as Regional Supervisor of Examinations (radio) for the province of British Columbia, until I retired in 1967."

Nelson Smith, a fine man who has spent a lifetime's work virtually steeped in radio, must surely be one of B.C.'s best examples of integrity and steadfastness. A pioneer in every sense, Nelson, and men like him have helped build this province to an easier and safer way of life.

The fascination of this science will always be with Nelson. . . since retirement, he has worked as a radio and TV technician, a lab technician at the University of Victoria, for a short time, and served as relief operator aboard the Queen of Prince Rupert on the Kelsey Bay-Prince Rupert run.

Estevan Point made headlines during World War II by being the first light and radio station to be shelled on the west coast by an enemy submarine; the date, June 20th., 1942. George Micholson's article in the magazine section of the Province, July 28th., 1956 gave a very good account of what happened that evening. E. T. Radford O.I.C. at the wireless station, witnessed the attack.

"The sub surfaced about two miles off-shore and was plainly visible at approximately 9:40 p.m.



50 H.P. Semi-diesel, Fairbanks-Morse . . . main generating plant at Estevan. Flywheel weighed 2 tons. (Courtesy N. Smith)

It then commenced shelling for 40 minutes, the first shells landing about 100 yards in front of the lighthouse. Mr. Lally, the lightkeeper, immediately put out the light. Approximately 25 shells were fired, and except for a few buildings hit by shell fragments, no damage was caused either to the lighthouse or radio station. An unexploded shell found on the beach in front of the light, was of 5.9 caliber, and weighed 80 pounds. Several landed in the vicinity of Hesquiat Indian Village five miles directly behind the lighthouse."

It seems strange, and perhaps a little sad to me, to see the personalized touch of radio and light stations disappear. In this age of Loran, Radar and Sonar, it will only be a matter of time before lighthouses become fully automatic, serviced by crews of maintenance men and technicians.

It might be noted at this time, that there has been a great increase in tanker loss, due to groundings, break-ups, and collision, but these losses can still be attributed to the age old effect of human error, and mechanical failure. Generally speaking, sea lanes are so safe now, that only in rare circumstances are there marine disasters of any consequence.

Still, as man strives for perfection, another great challenge faces him. . . as in the twenties, he was so concerned in his fight to save man from the perils of the sea. . . now he endeavors to save the oceans from the pollution of man. Automated ships, responding to automated signals and lights, supertankers roaming sea lanes the world over, will require the greatest safety precautions that navigational aids can offer, for the danger of oil spills is a great threat to the very existence of mankind.

SBA "E-QUAKE" DAY

About that time Graham and I ran into Fred Roebuck's dad, who in those days was manager of Santa Barbara's Western Union Telegraph office. He confirmed the Mayor's fear that all telegraph and telephone circuits were out - both north and south of town.

What about ham radio? The answer was NIL. None of us had any standby power source, although Graham's rig and Bennie's rig remained virtually intact. We're happy to say this was not the case in Anchorage, Alaska, some 39 years later when the Good Friday quake found many hams with mobile rigs in their cars.

So, what should we do, rather what could we do to help out our fellow citizens in the old home town? Our rewarding inspiration came from sighting a broadcast receiver reposing apparently undamaged inside the smashed display window of a State Street department store. We recall the receiver as one of RCA's early model Super-heterodynes, complete with self contained batteries. We "borrowed" it and set it on a table (also borrowed) in the middle of State Street where we figured we'd be reasonably safe from overhanging cornices and other building projections that were still crashing down with every "after jolt". Incidentally, these little intermittent tremors continued for several weeks afterwards. Next, with the aid of some willing bystanders and a roll of copper wire plus a handful of insulators borrowed from an earthquake wrecked hardware store, we strung an antenna to the top of a nearby telephone pole. For a ground we used the street car tracks under the table.

We took a deep breath and turned on the receiver. It came to life! We picked up a broadcast station in Los Angeles. I think it was KFI. They appeared to be running a soap opera - a real tear jerker - a program hardly compatible with a giant metropolis in flames! Thus, the worst rumor went by the board.

By that time quite a small crowd had collected around our "operating position", including the Mayor, the publisher of the Morning Press and a ranking member of the U. S. Naval Reserve. I can't tell you the Navy gentleman's rank as in those days I couldn't distinguish an admiral's uniform from that of a bos'n's mate. Nor do I recall the man's name. Anyway,

the admiral - we'll give him the benefit of my ignorance - asked us if we could transmit and if so would we please send an urgent message to the San Diego Naval Operations Base to request a contingent (not sure whether that's the term he used - I know it wasn't "group") of marines for immediate duty assignment to Santa Barbara to guard against vandalism. His message made sense. This guy was on his toes! We told him we'd do our very best to comply.

All morning we'd been wondering off and on what in the world had become of Bennie Lopez in all the hectic commotion and confusion. We decided that now was the time to find out, as amidst all the "junk" he'd collected in his ham station over the years we were pretty sure we could find the necessary parts to make up a transmitter of sorts. On arrival at his shack - fortunately only a couple of blocks away - we didn't find His Nibs, but we did uncover several spark coils - Henry Ford's pride and joy. They were ours too at the moment. One of them had binding posts soldered to the normal contacts - just the ticket! At any rate we borrowed these coils together with a pair of "cans", some hook up wire, a few other bits and pieces and a telegraph key.

On return to our station we found that some good samaritan had anticipated our power needs and come up with not one, but three heavy duty storage batteries! We assembled our transmitter and went on the air. Lord only knows on what frequency - probably all of them! "Broad as a barn" would be a very precise term for our transmissions. But we lucked out again. Our RCA Super-heterodyne receiver (no publicity intended) just barely tuned high enough to reach 600 meters. The first signals we heard on that frequency were from the Standard Oil tanker H. M. Storey, KDVV, which was working some other vessel. To the best of our recollection the Storey operator was reporting that they were bound north up the Santa Barbara channel and a couple of hours earlier had observed the cliffs along the beach just north of Santa Barbara sloughing off, or crumbling away, but that no tidal wave, indicating a major earthquake had been felt although since there was a moderately heavy sea running such a seismic wave might not have been noticed.

When the Storey's operator signed off to the other vessel, we began calling him like mad, complete with "SOS de Santa Barbara". He heard us but answered with a question mark and then advised us to sharpen up our tuning on 600 meters and increase power as the QRN was heavy and with such weak signals he



Photo Credit -

"BRANDY" WENTWORTH AT KEY BRINGS AID TO STRICKEN CITY

JUNE 29, 1925

STATE STREET

SANTA BARBARA, CALIF.

PROUD

... is the word which describes our feelings toward the many heroic men, who in times of extreme danger and emergencies have "come through", regardless of circumstances, to prove to the world that the heritage of WIRELESS MEN is indeed one of honor, and in which men like Brandon Wentworth have dignified the profession with a legacy that will live on through history.

EARTHQUAKE STORY

96

doubted if he could copy us at all. We went back to him in desperation stating we only had an emergency rig and that we could not improve our signals. Would he please try to copy? He answered OK. Go ahead, but QSZ.

To make a long series of repeat transmissions short we finally got thru to him. He acknowledged our "distress" message and told us to stand by while he advised his captain of our predicament. After several minutes he (the tanker operator) came back with word that their vessel was fully loaded and therefore her 36' draft would not permit her to come alongside our town dock. Incidentally, our dock, known to this day as Stearn's wharf and which had been condemned for years as being unsafe even for pelicans, withstood the earthquake without a "scratch", except for possibly a few more wobbly piles, whereas both steel rails of the street car track along the beach road at the foot of the dock had been rent in two like one would tear two strips of newsprint in half!

Excuse me for being carried off course again. The tanker operator then asked us to QRX. He would try to raise some other vessel with shallower draft to come in and help us establish communications with the outside world. As luck would have it, or better yet thanks to the Storey's operator, the tug Peacock that could have been monitoring at least the tanker's transmissions, called the Storey (after we'd signed off) to advise she was proceeding immediately to Santa Barbara and would provide emergency communications until minimum land-line circuits were restored. The Storey then asked us if we'd copied the Peacock KDKY. We replied "Copied KDKY OK Tks vy much!!" In less than an hour the Peacock, a vessel owned by Merritt Chapman Scott - a big seagoing salvage outfit - hove in sight, steamed in and tied up alongside Stearn's wharf.

We had it made. Our mission was accomplished. The Peacock sent our admiral's "frantic" (That's the British WW-II term for precedence over a first priority message - in case you don't remember). The marines landed. The town was secured.

My one and only regret is that neither Graham (u6AIV) nor Bennie (u6AAK) are in the accompanying photograph. They deserve every bit as much credit if not more than I do in putting our little emergency rig on the air. As to those three characters who are in the picture, the guy with the cans on and diligently pounding brass is your correspondent (u6OI at the time). When the photo was made the curiosity seekers, or the rest of the crowd you might say had dispersed except the admiral and his armed guard. As to the "admiral" I use the term only in friendly jest. When it comes to the United States Navy, the word derogatory is not in my vocabulary. He was doing his job, as we were trying to do ours as a service to our community.

Also, I should like to acknowledge here that without the infallible memories of Roebuck, Graham, Bennie and Ray Walling (see below), the prevarications in this narrative could have been astronomical.

On dismantling the emergency rig that evening and returning the borrowed equipment to its rightful owners, we ran into Bennie. We found him in a terrible stew. He showed us a telegram he'd received the day before. It was from Ray Walling, RCA's Station Manager in San Pedro, ordering him to report for duty aboard the tanker La Placentia, KDPX, scheduled to sail that same evening. Because of quake damage to the Southern Pacific railway tracks and to the highway leading south, Bennie's all day efforts to reach San Pedro were unsuccessful, nor could he even send a telegram to cancel out! Under such extenuating circumstances, Ray would be the first to forgive a "no show", especially Bennie, who he considered one of the most reliable and best operators in the business.

THE WIRELESS PIONEER

Fred Roebuck, on that tragic day for Santa Barbara, was in the South Pacific aboard the big schooner yacht Kaimiloa, KFUH, at anchor in the lagoon at Penrhyn Island, which, if you've never been there and can't locate it on the chart either, is a tiny islet, or rather a coral atoll roughly 750 miles northwest of Tahiti, just south of the Equator. Fred learned of the quake the same day it happened while copying NFL's press. What did I say about the Navy?

As for your correspondent, a week later found him once more at peace with the world aboard the tanker Lubrico, KDUK, outward bound for Hilo, but with a temperamental 2 KW Federal arc to fiddle with in lieu of Bennie's spark coil. But don't let's sell Henry's masterpiece short! Why? Because that very self same spark coil, less than two years later, was again the key element in another successful rescue operation. If you don't believe it, let me refer you to that hair-raising saga of the seas entitled, "Salvage" by Ernie Wilmshurst (SWP 126-P), as published in our Society's Year Book of 1971. You'll enjoy it. Don't miss it!

Best 73

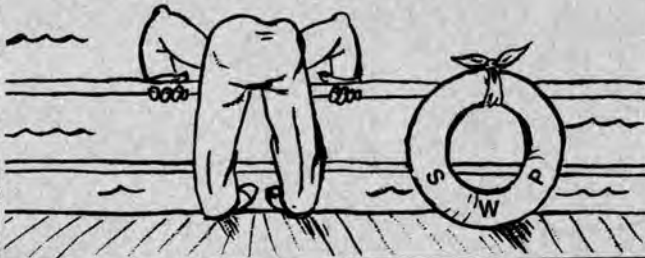
Brandy K6UJ



Emergency Station

which established contact with "outside" world

WHY BRING THIS UP ?



(Continued from page 1)



A West Greenland glacier feeds ice into the Labrador Sea where currents eventually carry many of the hazardous bergs into the North Atlantic shipping lanes.

The Story of the PATROL

For many years icebergs have been the dread of transatlantic navigators, along the tracks in the vicinity of the Grand Banks of Newfoundland. In the days of slow steamers most of the vessels took a course directly across the Banks, which carried them through the ice zone during the greater part of the year. Since the advent of large and fast steamers, agreements have been entered into whereby definite routes have been established to the southward of the normal ice zone. If the ice zone were fixed, nothing would be required to assure reasonable safety along these routes. Unfortunately, the limits of the ice fields and bergs vary considerably in their location during the season as well as from season to season. Consequently a vessel might sail on a course that was clear at the time of her departure, but encounter ice which had drifted into her path before she reached the Grand Banks.

Arctic ice every spring and summer drifts southward into the North Atlantic Ocean and presents at such times a menace to ships traversing the ocean, north of 40° latitude.

The ice menace is greatest off Newfoundland where the prevalence of fog is added to the accumulation of icebergs, the concentration of traffic, and the presence of fishing vessels scattered over the Grand Banks. All these factors have contributed to the likelihood of collision in the Western North Atlantic.

A perusal of the history of navigation prior to the turn of the century impresses one with the great number of casualties that befell vessels in these waters. Collisions between east- and west-bound ships first claimed more attention than did the perils of ice. It was in 1855 that Matthew Fontaine Maury, in his *Sailing Directions*, proposed separate lane routes, with the eastbound lane just south of Cape Race and the westbound lane near the tail of the Grand Banks. Serious mishaps with ice continued to be frequent until 1875 when the Cunard Line adopted a system of tracks, the southern ones being laid south of the normal ice limits. The added safety of these precautions caused other large companies to join with the Cunard Line in adopting in 1898 the present North Atlantic Track Agreement.

Previous to 1912 nothing had been done toward the establishment of any system for guarding against the danger from floating ice along the transatlantic steamship lanes in the vicinity of the Grand Banks, off Newfoundland; but on April 14 of that year, when the steamer *Titanic* was sunk by striking an iceberg, there arose an almost universal demand for a patrol of the ice zone to warn passing vessels of the limits of danger from day to day during the season. The patrol of the ice regions was performed throughout the remainder of dangerous periods of that year by two Navy scout cruisers. During the season of 1913, the patrol was undertaken by the Treasury Department and performed by the Coast Guard cutters *Seneca* and *Miami*.

At the International Conference on the Safety of Life at Sea, which was convened in London on November 12, 1913, the subject of patrolling the ice regions was thoroughly discussed. The convention signed on January 30, 1914, by the representatives of the various maritime powers of the world provided for the inauguration of an international derelict-destruction, ice-observation, and ice-patrol service, consisting of two vessels, which should patrol the ice regions during the season of danger from icebergs and attempt to keep the trans-Atlantic lanes clear of derelicts during the remainder of the year. The Government of the United States was invited to undertake the management of this triple service, the expense to be defrayed by the 13 powers interested in trans-Atlantic navigation in a fixed proportion, which was definitely agreed upon, subject to ratification by the lawmaking bodies of the governments concerned.

The funding of the International Ice Patrol is computed by determining the total tonnage of each signatory nation passing through the ice-patrol area and by distributing the cost of the operation in proportion to the tonnage as a whole. In other words, the patrol is financed on a "pay-as-you-benefit" basis.

As of early 1968, the governments contributing to the Ice Patrol included Belgium, Canada, Denmark, France, Germany, Great Britain, Greece, Italy, Japan, Liberia, Netherlands, Norway, Panama, Spain, Sweden, and Yugoslavia.

(Continued on page 98)

ICEBERG STORY

The... INTERNATIONAL ICE PATROL

The New York Times
 "All the News That's Fit to Print."
 NEW YORK, THURSDAY, APRIL 14, 1912—TWENTY-FOUR PAGES
 THE CITY OF NEW YORK, N.Y.

**TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG;
 866 RESCUED BY CARPATHIA, PROBABLY 1250 PERISH;
 ISMAY SAFE, MRS. ASTOR MAYBE, NOTED NAMES MISSING**

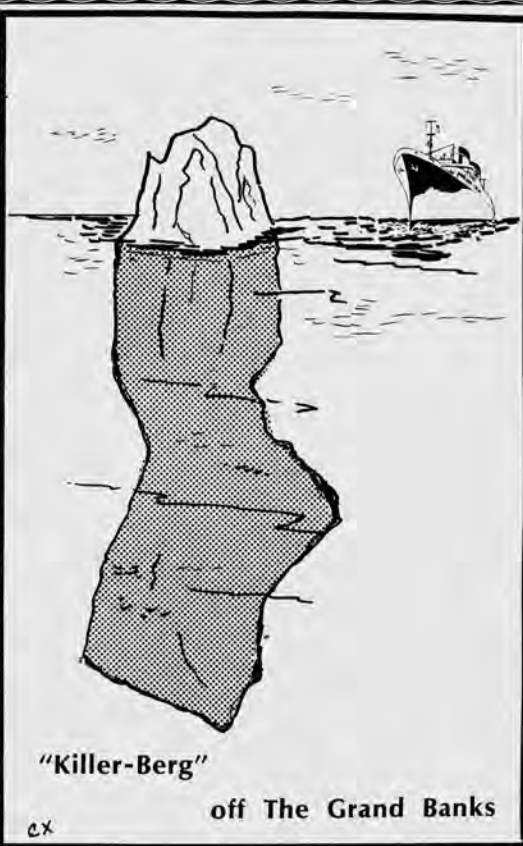
Col. Astor and Bride, Isidor Strauss and Wife, and Miss Gull Aboard.
"WIFE OF ISMAY" FOLLOWED.
 Names and Address of Persons Rescued and of Those Who Failed to Survive.
 Names of Officers and Passengers.
 Names of Ships and of White Star Lines for Names of the Captain and Ladies Stowaways.
 PHOENIX REPORTS, N.Y. 1912

THE WEATHER
 Forecast for the City of New York, N.Y., and Vicinity.
 Clear, with a few clouds in the afternoon.
 Temperature, 40 to 50.

Digging Line Plunges to the Bottom at 220 A.M.
RESCUERS THERE TOO LATE
 Search to Find the First One of the Lost in the Catastrophe.
 Several Bodies Found in the Search.
 THE SEARCHERS FOR THE TITANIC.

Researched by
Bill Breniman

THE WIRELESS PIONEER



TITANIC SINKS - HUNDREDS PERISH

Had the above headlines read . . . "CALIFORNIAN SINKS 42 LIVES LOST" . . . it would have had little impact on the news of the day and probably less than a dozen people today would recall or be aware of its loss.

HOWEVER, it was a bright new shining ship, the H.M.S. TITANIC... Greatest ship ever launched ... complete with wireless (which unfortunately broke down the morning of the tragedy.) Through the technical ability of the assigned 'Marconi-men' Jack Phillips and Harold Bride who returned the equipment to normal operation the afternoon preceding the sinking, the loss of life would have included nearly seven hundred more souls.

Due to the fact that the White Star Liner, HMS TITANIC whose wireless call was 'MGY' was the greatest ship ever launched and the loss of life the greatest ever recorded in a marine disaster, it put in motion reforms in the shipping world which probably have saved many hundred-fold the number of lives that were lost with the sinking of the Titanic, recorded as 1517.

New laws made it mandatory to carry wireless equipment on ships, plus two operators (minimum) on passenger ships. Among other measures, it also required enough life-boats to provide space for ALL passenger and crew members (The Titanic has space for only about 1/3rd of those aboard)... after all, she was an unsinkable ship !!! Sinking of the Titanic also sparked the formation of the INTERNATIONAL ICE PATROL with the U.S. Coast Guard named as the responsible entity to carry out the duties delegated by treaty with the signatory nations who agreed to fund the cost, pro-rated by volume of traffic sailing through the ice-menaced regions of the North Atlantic. This is an area traversed by major trans-Atlantic shipping tracks.

There remains other areas of ice danger through which localized shipping must exercise the utmost caution.

This is attested to by the grim tragedy of the SS HANS HEDTOFT which struck an iceberg on the night of Jan. 30 1959 in a position about 40 miles South of Cape Farewell, Greenland. This vessel, on its maiden voyage, equipped with the latest in electronic aids, sank without a trace with 95 passengers and crew.

While there are other areas of the world where icebergs prevail, fortunately they are off the main ship lanes of world commerce. This is especially true in the South Indian, Pacific and Atlantic - in latitudes of the "roaring Forties" and southward. Icebergs in these areas are both more numerous and generally larger in size than those of the North Atlantic. Matter-of-fact some icebergs sighted are larger than the State of Connecticut ! One iceberg checked over 60 miles wide and 200 miles long. Icebergs of the Southern Hemisphere have been sighted 100 miles south of Australia , also in the Falkland Current between Cape Horn and the Cape of Good Hope.

The 1972 INTERNATIONAL ICE PATROL SEASON was the longest of record, according to the United States Coast Guard. It was the fifth time since 1900 that more than 1000 icebergs have entered the North Atlantic Ocean below the 48th parallel. The estimated count for 1972 was 1587 icebergs that drifted south of the 48° North Latitude and these all posed a significant hazard to trans-Atlantic shipping, forcing ships to the south of their normal navigational routes.

In a normal year, it is estimated that about 8,000 large icebergs will break off from the West Greenland glaciers and of these some 400 will drift south of latitude 48° North. Of these, 35 will drift south of 43° North. The size of the Greenland icebergs frequently reach 200-300 feet above water line and 1,500 feet in length. Such a berg may represent a million and a half tons of ice. Icebergs larger than this, although quite common in the Antarctic, are rare in the North Atlantic. The highest iceberg ever reliably recorded in the North Atlantic was in 1957 by the U.S. Coast Guard Icebreaker, "EAST-WIND". It measured one which tipped 550 feet high - a little over a city block. It would therefore find its bottom submerged about a mile under the surface of the ocean.

(Continued below)

ICEBERG NOMENCLATURE - U.S.C.G. This table may be used to describe icebergs reported to the Ice Patrol.

SIZE	HEIGHT (feet)	(meters)	LENGTH (Ft.)	(Meters)
GROWLER	LESS THAN 4	Less than 1	Less than 20	Less - 6
BERGY BIT	4 - 20	1 - 6	20 - 50	6 - 15
SMALL ICEBERG	20 - 50	6 - 15	50 - 200	15 - 61
MEDIUM ICEBERG	50 - 150	15 - 46	200 - 400	61 - 122
LARGE ICEBERG	150 - 250	46 - 76	400 - 700	122 - 213
VERY LARGE ICEBERG	More than 250	More than 76	More - 700	More - 213

SHAPE	DESCRIPTION
BLOCKY	Steep sides with flat top. Very solid. Length-Height ratio less than 5:1.
DRYDOCK	Eroded such that a large U-shaped slot is formed with twin columns. Slot extends into or near waterline.
DOME	Large round smooth top. Solid type iceberg.
PINNACLAD	Large central spire/s or pyramid/s dominating shape.
TILTED-BLOCKY	Blocky iceberg which has tilted to present a triangular shape from the side.
TABULAR	Flat topped iceberg with length-height ratio greater than 5:1.

ually bring them into the vicinity of the Grand Banks.

Due to the cold Labrador and warm Gulf Stream meeting in this general area, some of the densest fogs in the world are produced which blanket the area in the Spring and early summer. This is the dangerous season as normally the largest number of icebergs are to be found in the area.

There have been years when no icebergs have been sighted while in other years, hundreds of icebergs have been counted. The average however is perhaps 150 icebergs per year.

During the life-cycle of an iceberg, they will normally spend their first year in the vicinity of Melville Bay, their second winter near Cape Dier and they will reach the Grand Banks in the Spring or summer of their third year. Some icebergs of course do not follow this drift pattern - a voyage of about 1800 miles, but will take a shorter or more extended route, as the vagaries of current and wind affect them.

The high-count of icebergs for 1972 was caused by near record cold winter temperatures over the coastal waters of Newfoundland and Labrador, coupled with above-normal westerly and northwesterly winds. During mid-May, the Ice Patrol estimated the icebergs covered over 150,000 square miles of ocean south of Latitude 48° North. The Southern-most icebergs observed were in the same parallel as Philadelphia or 40° 02' North. To the East they were observed reaching 47° 01' North and 36° 59' West Longitude - almost 700 miles east of Newfoundland.

WHERE DO THE ATLANTIC ICEBERGS COME FROM ?

The greatest number of icebergs which eventually find their way to the Atlantic shipping lanes are formed or 'calved' mostly on the West Coast of Greenland, from Latitudes 68 to 76° North. Some 20 large and well known glaciers (from Humboldt on the North to Jacobshaven on the South) are the primary source of icebergs which break off and cascade into the sea. The annual crop of icebergs from this area will vary from about 8000 to perhaps 20,000 depending upon conditions.

When the icebergs become water-borne, they embark on an average three year drift which carries them northward and westward to the West Greenland Current where eventually many of them are caught up in the Southward moving Baffin Land and Labrador Currents which event-

1973 SEASON

The International Ice Patrol has already reported that they expect a very busy season this year. Normally the season starts in March but this year it actually started in January. This year, it was reported, that it is only the second year in the Patrol's history when the USCG found it necessary to initiate service in the month of January. By month's end, an estimate of 54 icebergs had crossed south of the 48° parallel, making this the heaviest January of record. The previous 'high' occurred in 1937 when 20 icebergs were reported. The January average for the past 73 years has been only two icebergs.

Many Society members have served aboard USCG cutters and many have been on 'Ice Patrol'. The picture below was taken by SWP Member Walter D. Smith 267-P while assigned to the USCGC GENERAL GREENE while on Ice Patrol duty off the Coast of Greenland in 1940. We hope to run more stories of the Patrol in future issues.



GROWLER TYPE ICEBERG - TAKEN OFF THE GREENLAND COAST IN JUNE 1940 (Walter D. Smith)



Large icebergs calving from glaciers near Cape York Greenland drift down to the Grand Banks to become hazards to North Atlantic shipping.
U.S. COAST GUARD PHOTOGRAPH

speed, the element of danger has been substantially reduced. A large measure of work incident to the effectiveness of the Ice Patrol and reporting of course falls on the shoulders of the Radio Officer aboard many ships, as well as the Ice Patrol ships themselves.

HEADQUARTERS of the International Ice Patrol is C/O U.S. Coast Guard Building 110, Governors Island, N.Y. 10004. Telephone 212/264-4798. The Commander invites those interested or concerned to contact them.

One of our good members, **Danny Bonker** - SWP 275, now with the Coast Guard Institute at Oklahoma City, has been on duty at the Ice Patrol Station, "Argentina" and on many other assignments. He recently furnished us with a brochure on the new **USCG CUTTER "RUSH"** which was the first of her class of high endurance (long range) and sophisticated nature - perhaps one of the most outstanding craft of her kind in the world. Another C.G. 'ship of the future' was the rakish-bowed "**HAMILTON**" (WHEC-715) launched in 1965 with a cruising range of 12,000 miles at 20 knots.

The **AMVER PROGRAM** of the USCG now has over 6000 ships participating in this very wonderful program. We hope to bring you more of the "**AMVER STORY**" in future issues of our publications. It will make most interesting reading. We also thank the USCG for reference material furnished, plus a number of our members for sending information used.

Continued from Page 99

Due to their great submerged depth which is roughly a ratio of 8 to 1 of the iceberg showing above the surface, their course and speed is controlled largely by existing ocean currents. Winds have little effect on their movement and at times they have been recorded as moving directly into the wind.

Icebergs are recorded and checked in the **AMVER COMPUTERS**. Their speed of travel is usually about 10 miles per day. However some icebergs have been observed in a drift pattern of 30 to 40 miles per day.

It might be noted that icebergs are rarely encountered in the North Pacific waters due primarily to lack of developing grounds. However, they are where you find them indeed icebergs have been observed within a hundred miles of the Azores. Hence the danger of icebergs at sea on the safety to navigation can not be overstressed. Scores of disasters have been due to the 'Speed Syndrome' who placed records and fast passage ahead of safety. This was the case in the terrible loss of life when the HMS **TITANIC** tried to cross the ice-fields . . . "full speed ahead" even after being warned at least five times of the fact large icebergs could be expected.

Today - thanks to the **INTERNATIONAL ICE PATROL** and the **U.S. COAST GUARD**, plus the fact that seamen have learned to place safety above



Drift of icebergs from their source into the North Atlantic. (From U. S. Hydrographic Office.)

was too weak for transatlantic work so was used as a relay station to Glace Bay for European messages and for marine traffic.

Wireless was rapidly developing into a major business and almost overnight, the American Marconi Company changed from a relatively small company with little more than ten percent of the communications business in the United States to a virtual monopoly.

The efficient United Engineering Department under Harry Shoemaker as Chief Engineer, that came over to American Marconi, had their work cut out for them as new regulations which went into effect in 1912 required extensive changes in every land and ship station. Shoemaker was made Chief Development Engineer with the immediate charge to make the design changes necessary to meet the new specifications.

These changes included—

- 1 - Add 10 inch spark coil sets on all ships for emergency operation.
- 2 - Add secondary to tuning helix to give inductive coupling with sharper wave.
- 3 - Add transmitter loading coils to get to 600 meters as most of the United operation had been on 450 meters.
- 4 - Add provision for operating on 300 meters.
- 5 - To meet the new decrement requirements, better contact had to be made with the Leyden jars and in many cases, a rotary gap had to be substituted for the straight gap.

In 1913 the type "A" tuning helix was developed which had a secondary coil that could be tipped to reduce the output of the set. This design met the regulation of reduced power when within five miles of a Government station as well as giving a sharper wave. All United jar racks were made of wood with the jars sitting on metal plates resulting in a poor contact so a complete new line of cast iron and aluminum racks were introduced in 1913.

Wireless Age for March 1913 carried this item, "More than 800 Wireless Equipments in three months. Sets have been installed on 40 trading vessels. 250 ships have been equipped with auxiliary sets. 413 ships have been refitted with tuning apparatus as well as 50 shore stations. These were nec-



Fig. 1 American Marconi #103 Tuner
300 to 900 meters

essary to fulfill the requirements of the existing wireless laws."

The Annual Report for 1912 contained the following material:

"A two percent dividend was declared on American Marconi stock, the first paid by any American wireless company based on earnings.

American Marconi now has their equipments on over 450 ships of the American Merchant Marine, which with 50 shore stations give a total of over 500.

High power stations in Belmar New Jersey and Wales for transatlantic operation should be completed by year end. Transpacific stations in San Francisco and Honolulu are well along in construction and negotiations are in progress for stations to operate between New York and Stavanger, Norway.

The company acquired land, built and equipped a 20,000 square foot factory in Aldene, New Jersey, near Roselle Park, for producing wireless equipment for our needs and for sale."

Marconi policy had been to lease sets rather than sell but David Sarnoff had by now reached a position of authority in the company and he realized the importance of producing gear to sell to the Navy and other users. With the Aldene factory in production they, for the first time had the capacity to produce for sale so the Navy was advised of this change in policy and Navy orders were soon received.

After completing the design changes necessary to bring United and Marconi transmitter performance in agreement with the new laws, Shoemaker tackled

the urgent job of developing more sensitive and selective receivers.

From 1912 to 1919, the company developed a total of 21 receivers number 101 to 121 but only the main production sets will be covered here.

The first of these improved receivers, the 101 was built in 1913 for use in major land stations equipped with 5 KW transmitters. It covered the range of 200-7500 meters. The design was copied from the United E tuner but with the loose coupler behind the panel with all controls coming to the panel front. Approximately 25 sets were produced.

Also in 1913 the number 103, figure 1, was produced primarily for marine use. It was similar to the British Marconi Valve Tuner and was assembled from English built components. Instead of the Fleming Valve, it used a carborundum detector with provision for using Cerucite crystal that had just been developed by American Marconi, that was as sensitive as Galena but more stable, tuning range was 300-900 meters.

The United marine receivers were mostly United D tuners which with the looped antenna connection covered 200-2000 meters. These were reconnected to use aerial and ground which increased their coverage to 3,000 meters. Some of the D tuners were still in use until World War I.

The following items are from the Annual Report of 1913—

"Number of messages handled increased from 228,000 in 1912 to 379,000 in 1913.

The high power station at Belmar, New Jersey has been delayed in completion but will be in operation in four to six weeks, the California and Hawaii stations soon after.

Cape Cod, not New York, was selected as the western terminus of the Norwegian circuit, Stavanger the eastern.

Alaska communications are now handled by the United States Government and rates are high. The decision has been made to build several high power stations in Alaska to work directly with Seattle and Astoria.

The dividend for the year was passed due to heavy non-recurring expenses:

A - Dismantling ship and shore stations

from United that are not now needed.

B - Cost of changes necessary to upgrade shipboard and shore transmitters to meet new Government specifications.

The United States Ship Act of 1912 requires all ships carrying 50 or more people to be equipped with wireless capable of communicating over 100 miles, with a trained operator to manage the set. This has appreciably increased the number of shipboard installations, the need for more sets, and trained operators. Your company immediately set up a training school in New York City for producing new operators and retraining old ones."

Late in 1914 the P-4 panel type transmitter, 2 KW-500 cycle with quenched and synchronous gap was developed. All controls for tuning and wave changing were brought out to the front panel.

This was the first really good American Marconi set from the standpoint of ease of operation, performance, and compactness.

Early in 1915 the 106 receiver, figure 2, went into production as an improvement over the 101 and fitted into a smaller cabinet. It was designed primarily for marine use with a tuning range of 200-3500 meters. Soon afterward, the P-4 was superseded by the P-8, figure 3, with minor changes.

The P-8 transmitter with the various models of the 106 receiver became the standard marine equipments and were produced in quantities for all types of ships during World War I. After R. C. A. was formed, General Electric took the tools and dies from Aldene to Schenectady and continued to build both units until the end of the spark era. Although originally built with crystal detectors the 106 was later modified to use tube detector.

In mid 1915, Roy Weagant replaced Fredrick Sammis as Chief Engineer.

WAR DECLARED APRIL 6, 1917.

All commercial and amateur wireless stations were closed or came under Navy control on April 7. The Navy took over 53 coastal stations from American Marconi and immediately closed 28. Of their 540 ship sets, 370 were on ocean going vessels so were taken by the Navy. Approximate-

ly 170 installations on small coastwise vessels and tugs were left with the Marconi Company.

No commercial traffic was permitted except thru stations controlled by the military except in Alaska. The Bolinas California-Kahuku Hawaii circuit was operated by the Navy, also the Marion, Massachusetts and New Brunswick, New Jersey stations. Chatham was discontinued October, 1918 and Belmar, New Jersey, February, 1919 as a more efficient transatlantic receiving station had been built at Bar Harbor, Maine.

American Marconi was out of business from an operating standpoint but a great need existed for wireless gear for the war effort. The Aldene plant from May thru August 1917 was increased by 40,000 square feet and employment jumped from 200 to 700 employees.

The first large contract was for 400 type CM296A-1/2 KW-500 cycle spark transmitters for submarines at 2,500 dollars each, a million dollar contract. Orders for several hundred 2 and 5 KW transmitters for use on battleships and destroyers soon followed.

A 1 KW set was developed for the Navy, built on a two-piece panel, radio frequency section on top, power supply on the bottom. Hundreds of these sets, modified so they could be separated into two units were built for the Army and foreign governments as field sets carried on carts. A small portable 1/2 KW-900 cycle set was built in large quantities for use by landing parties.

Near the end of the war, they developed their only tube set, the SE-1100, a 200 watt unit designed for seaplane use. Using two General Electric 250 watt tubes, it had a range of 60 miles by phone, 150 miles on CW or ICW.

Equipment sales amounted to five million dollars in 1917, seven million in 1918. Wireless Age for January, 1918 gives the following yearly income for American Marconi. 1914-150 thousand; 1915-177 thousand; 1916-260 thousand and 1917-609 thousand dollars. The company paid a five percent dividend for 1917.

ARMISTICE SIGNED
NOVEMBER 11, 1918

Of the 370 ships taken over by the



Fig. 2 American Marconi #106 Tuner
200 to 3500 meters

Navy in April 1917, 40 had been sunk by November 1918.

Special Order number 73 of December 3, 1918 addressed to all officers in charge of American Marconi Telegraphs, stated—

"The American Marconi Wireless Telegraph Company has sold to the United States Navy Department all of its coastal stations as listed below-45 in number. This company has also sold to the United States Navy Department its wireless apparatus on ship stations as listed- a total of 330. The sale of the above named ship and coastal stations is effective November 30, 1918. After this date, the United States Navy Department will own and operate the stations above mentioned and will furnish and employ the necessary personnel." Signed David Sarnoff, Commercial Manager American Marconi Company.

The company was paid \$789,500 for the above stations.

The American Marconi Company was left with its three high power stations Bolinas, Marion and New Brunswick, all being operated by the Navy, plus equipments on 170 small ships and its plant at Aldene, New Jersey.

Wireless Age for February, 1919 carries the following item:—

"The War Trade Board has lifted the ban on the use of radio by commercial vessels in the Pacific and Atlantic Oceans west of the 40th meridian. This restores the use of radio to conditions existing before the war."

Many ship owners were not happy with leasing their wireless sets from American Marconi but they had trouble

getting service from the Navy during the war period so when restrictions were removed, they requested American Marconi sets instead of the Navy units. He says that 1919 was a hectic year for Marconi in trying to keep up with this demand. Approximately 150 vessels during that year had their Navy sets replaced with Marconi units and in many cases Navy-owned P-8 transmitters were removed and a Marconi P-8 transmitter reinstalled.

The President on July 11, 1919 approved the return of radio stations to their former owners effective March 1, 1920. Most of the land stations were never returned as many were no longer needed and by that time the commercial companies had built new modern stations. Most of the shipboard sets had been converted so the Navy scrapped the majority of the stations that were taken over at the start of the war.

Because of the importance of wireless in the war, it was generally felt that the United States commercial communication system should be owned by an American company. American Marconi had not pushed the sale of its stock in the United States so a majority was foreign owned, a large block by the parent company. This fact caused bitter feelings against the company.

The Marconi timed spark 300 KW stations were now obsolete as the arcs of much lower power outperformed them. During the war, a 200 KW Alexanderson alternator developed by General Electric was installed by the Navy in the New Brunswick station. It outperformed the 500 KW arcs and was the most powerful station in the world. Marconi had gone to Schenectady to see the alternator. He had witnessed its performance at New Brunswick and wanted exclusive rights to their use after the war. This move the Navy intended to block.

Wireless Age of November, 1919 carried an article on the proposed formation of R. C. A. which included a memo to the American Marconi stockholders from John W. Griggs president since 1905. This memo in part follows. It explains company objectives and why it should be merged into R. C. A.

"The principal aim and purpose of the Marconi Wireless Telegraph Company of America during all the period of its existence, has been the establishment and maintenance of transoceanic communication. Although the company has done no inconsiderable business in minor branches of the Wireless art, such as the equipping of vessels, the operation of ship to shore traffic, the collection of royalties, and the manufacture of wireless apparatus, yet these by the management have always been considered as incidental to the greater and more profitable business of long distance communication.

We have found that there exists on the part of the officials of our government a very strong and irrevocable objection to your company because of the stock interest held by the British Company. Consequently your company has found itself greatly embarrassed in carrying out plans for an extensive transoceanic traffic, and unless the British Marconi interest in your company is eliminated, your President and Board of Directors believe it will not be possible to proceed with success on the resumption of its preparations for a world wide service when its stations shall be returned to it, as they will be in the near future.

In a word, we are satisfied and convinced that in order to retain for your company the proper support and good will of our own government it is necessary that all participation in its stock, as well as in its operations on the part of any foreign wireless company must be eliminated.

Having these considerations in mind, your officers have lately undertaken to remove the objections of the government and to do away with the threatened embarrassment of which we have spoken.

Certain long distance and other radio devices and systems have been developed by General Electric Company. Some of these devices and systems promise to be of great value in transoceanic radio communication.

A corporation has been formed called the Radio Corporation of America which has entered into an agreement with General Electric concerning pres-

Historical Reunion ● W2ZI WIRELESS MUSEUM ●

Most SWP members have read and will remember Area Director Ed Raser's Story in the 1971 YEAR BOOK (P8) about "Wartime Wireless".

It recalled an experience Ed had - that of testing out radio equipment on 'Jenny' airplanes which were used to fly missions to locate submarines during the war years of 1916-1918.

On one occasion, due to magneto trouble, the OX-5 engine of Ed's Jenny biplane began to sputter and cough so Ed hurriedly sent an "SOS" and position 'blind'. Ed had no receiver on this trip. Fortunately it was picked up by 'NSD' although Ed and his pilot didn't know it at the time. Ed and his pilot landed on a very choppy sea and with fog rolling in, it made the downed plane very hard to locate. Fortunately they were on pontoons and Ed says he sure got 'seasick' but locate them, they did just before nightfall and none too soon for Ed.

The sequel to this story is that SWP Member Richard "Dick" Schell, Jr., 1055P and an amateur since 1912 -- KP4ZK now living at Ponce, Puerto Rico turned out to be the operator at the key of 'NSD' when Ed sent his call for help. Dick was aboard the Coast Guard Cutter Itasca on "Independence Day" 1918 off Cape May that rescued Ed and pilot and also towed their Jenny to 'Snug Harbor'. He had taken pictures of the event and after more than 50 years had elapsed, read about the experience in SGT, so immediately wrote Ed and confirmed the event.

Nothing would do but Ed must meet Dick, so last year, Ed and his good wife Pauline took a cruise on the S. S. Statendam of the Holland-America Line. The ships itinerary included a stop at San Juan so Ed contacted Dick who came over with his wife Maria plus a son and grand son for a reunion after a lapse of 54 years that will long be remembered. Wireless history of sorts was made on that day as these two SWP members renewed acquaintances and buried themselves to the depth of their QSO eye-balls. . . and thats pretty deep!

It might be mentioned that Area Director, Ed Raser was honored at the AWA meeting in Washington D.C. last October when he was presented with the "HOUCK AWARD" which is given for . . . "Meritorious contributions to the preservation of Early Wireless History". Mr. A. Prose Walker of FCC presented the award.

Incidentally, Dick Schell is a SOS/CQD'er himself. In addition to answering Ed's call for help, he himself was on the 'sending end' of an SOS. This occurred when the USS MOHAWK (NRM) on convoy duty was hit amidships by the British Ship Saxaline at 8.30AM, Oct. 1 1917 about 6 miles SSE of Ambrose Lightship.

A tactical distress SOS call was sent and it was picked up by the USS SABALO and the USS MOHICAN both of which came to the rescue of the Mohawk which sank at 10AM, or an hour and a half after being hit. All hands including the ships mascot were saved.

Dick spent 35 years at Ensendada Radio Station ... "WPR" (1927 - 1962). He can tell you all about clearing the hook in the tropics... you can bet!

He has retired and QTH is Ponce, Puerto Rico. If you write be sure to include "BUENA VISTA" in his address or it might bounce back. Full QTH: 57 "C" St Buena Vista, Ponce, P.R. 00731. Tph: 809/842-5870.

SPARKS: "Ask me any question about wireless and I will answer it."

Radio Bug: "How many meters does the gas man work on?"

THE WIRELESS MUSEUM OF ED G. RASER By - Henry Dickow (Deceased)

In Trenton, New Jersey, an extensive wireless museum is maintained by SWP Area Director and pioneer wireless enthusiast, Ed G. Raser. His collection includes the remains of the telegraph key of the ill-fated Ward liner Morro Castle; a radio transmitter that was aboard a lumber ship that was torpedoed during WW-2; a Samuel Morse telegraph key that dates back to 1865, and an original Marconi vacuum detector. The collection also includes more than one-hundred tubes of early vintage, and a complete collection of telegraph keys used since the early days of Marconi and Massie.

Antique wireless apparatus is Raser's hobby, which began over fifty years ago. In private life he was supervising eningeer and technical adviser for the N.J. State Police System until retirement a few years ago.

He maintains the museum in his home, which is open to the public by appointment. His den is a library of hundreds of old and rare wireless books and magazines, and in another room of his ranch-style home he maintains a modern amateur wireless station, call letters W2ZI.

His collection of apparatus contains some from the period of 1899, shortly after Marconi conducted his first experiments; nothing made or used later than 1925 is included.

Raser has been in wireless well over 50 years. His early interest soon developed into a lifetime of activity which has dominated most of his waking hours, providing a satisfying career as well as rewarding friendships among the wireless fraternity.

Experimenting with coherer detecting devices as early as 1908 at the age of nine, he joined up the next year with Hugo Gernsback's "Wireless Association of America" one of the earliest wireless clubs in the world. By 1910, he had worked a distance of ten miles with a 1/4 inch spark coil, home-made tuner, a piece of silicon mineral, and a 75 ohm telephone receiver. His first call-letters were "RE" his initials in reverse.

(Continued on Page 108 Please)

ANYONE FOR A SHORTCUT ? ?

an error was made in copying the compass bearing from the Farallon Islands and connecting groups which took cross bearings. Clare was on duty at NPI in 1920 and later served at Point Montara, NLH. A tour of duty at NPG and on the USS FOX/NWJ and STURGEON BAY/NITZ.

Clarence W. Mulligan - 1189P took this pix of the USS DELONG (NWB) near Half Moon Bay, CA. sometime in 1922. Unfortunately...



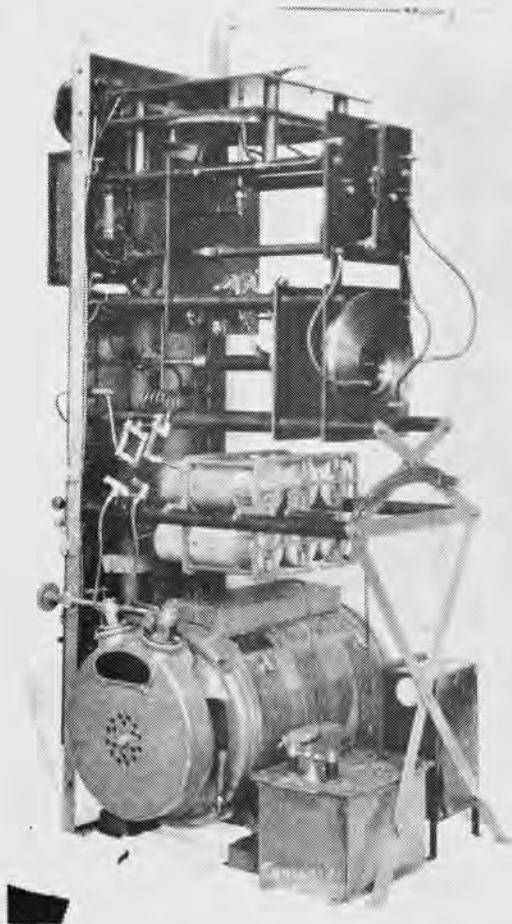


Fig. 3 American Marconi P-8 Panel Transmitter, 2 KW 500 cycle, 300-450-600 meters.

ent and future patent rights, the manufacture of patented apparatus and devices exclusively by General Electric for R. C. A. and the exclusive right of R. C. A. to sell patented radio apparatus of General Electric.

General Electric has appropriated two and a half million dollars, a portion of which is to be used by G. E. under an agreement satisfactory to your Directors in the purchasing of the shares of stock in your company now owned and held by Marconi Wireless Telegraph Company of Great Britain.

Each stockholder of Marconi Wireless Telegraph Company of America will have the privilege of exchanging his stock in the company for an equal amount, par for par, of the preferred stock of R. C. A. and in addition shares of common stock of the new company

equal in number, to the shares held in the present company."

A shareholders meeting of the American Marconi Company was held November 20, 1919 at which time the proposed agreements were passed and a five percent dividend was declared.

Beside its operating organization, Aldene plant, patents, etc. American Marconi transferred to R. C. A. ownership of its three high power land stations and installations on approximately 350 ships.

Wireless Age of May 1920 carried this note— "Stockholders of the American Marconi met April 6th and voted to dissolve the company. This concludes the plan whereby the assets of American Marconi Wireless Telegraph Company are to be taken over by R. C. A."

Marconi Wireless Telegraph Company of America



We would like to take this opportunity to thank THORN L. MAYES who authored the foregoing . . . "History of the American Marconi Company" for his dedicated interest in Wireless History and the wealth of material he has researched plus the fine presentation of the subject.

Thorn is the Society's Technical Editor. He is also Technical Associate No. 1. His life has been spent in the field of electronics and communications, although in the engineering and technical fields of the business. We think no one is better qualified through research and the fine library of reference material Thorn has accumulated, plus his many contacts in the field of electronics, than Thorn to continue his work in this field.

While there are a few contemporaries who may not agree 100% on some details, background or dates which we think rather inevitable since so much material has been printed unsubstantiated by fact, we are convinced that the paper presented is valid and factual and solid in 'fact'.

We would like to take this occasion to thank Mr. Bruce L. Kelley, Editor of "The Old Timer's Bulletin" of the Antique Wireless Association, Inc. (An amateur organization devoted to the history of wireless) for allowing us to use his 'camera-ready' copy of Thorn's article, thus saving us considerable time and work in publishing this historical document.

The AWA Staff and members have always extended a 'helping hand' to assist the Society and we are indeed thankful and deeply appreciative of their cooperation and our fine relationship.

Mr. Mayes has called attention to a small inadvertent error noted in text. It appears on Page 3 in the third line from bottom of R.H. column. Insert the word "General Manager's" in place of "General's". This refers to Mr. E.J. Nally.

Messrs. Jim Burns (Deceased 11-24-70) and Hugh Compton have furnished us with details of the South Wellfleet Wireless Station which we will try to publish in some future issue. Hugh also participated with a group that set up WC1MAR last January at the site. Last transmission was Marconi's original message sent Jan. 19 1903.

S.S. YALE·WRY

S.S. HARVARD·WRH

The sleek and trim sister ships YALE (launched in 1906) and the SS HARVARD launched one year later became the temporary homes of more American wireless operators which lasted more than a quarter century, than any other vessels of U.S. Registry. The number of men assigned is legion - covering both the East Coast when the ships operated on express service between Boston and New York until Dec. 1910 when they started operations on the Pacific Coast for the Pacific-Alaska Line, later consolidated with the Admiral Line. During 1918 the U.S. Navy took them over and during the next two years transported nearly 400,000 troops from England to France.

Following the war, they again returned to the Pacific Coast and under the house-flag of the Los Angeles Steamship Co., placed in service between S. F. and Southern Calif. This lasted until Memorial Day 1931 (May 30th) when the S.S. HARVARD on her 972nd voyage slammed ashore at 30 knots per hour. Not one of her 497 passengers and crew of 60 were injured in the least.

The wreck occurred at Point Arguello, sometimes 'dubbed' the grave-yard of West Coast ships since the two promontories - Pt. Arguello and Concepcion make it necessary to turn an abrupt corner between Pacific ports north and Panama south. Many ships have been lost in the area including the "Yankee Blade" in 1854, the SS Santa Rosa in 1911 and nine U.S. Navy destroyers near Honda Creek in 1922.

Due to the increasing use of automobiles and trucks with the improvement of roads, patronage and revenues had taken a drastic drop in the late 'twenties. The depression also had a telling effect. There were many ugly rumors in the news media at the time to the effect that the wreck had insurance overtones.

The SS. HARVARD, southbound ran ashore at 3 a.m. reportedly at half speed due to dense fog. In response to an SOS, the freighter SS SAN ANSELMO hove to and took off all passengers at day-break. They were later transferred to the Navy Cruiser, U.S.S. LOUISVILLE, which was on sea-trails in the area.

At the hearing it was established that the Harvard's log-book had been altered. The Captain testified that the weather was clear - not foggy. Also a radio-bearing allegedly received from the Arguello Compass Station indicated the ship was on a 'collision-course' with the beach. The Yale was withdrawn from service in 1933 and for several years was used as a 'barracks-ship' for construction workers at an Alaska Naval Base. She was eventually sold in 1949 for scrapping. - 30 -



ABOVE FROM L/R

William A. "Bill" Breniman - Yc Ed.

He was "dead-heading" from S. F. to L.A. (Like all members of the profession, he accepts free-passage when he can get it.)

James J. McArdle - 292-P (WGFX)

"Jim" was second 'op' on WRY this trip - taken on April 9 1922. He served on many ships before and since including WRI, the Harvard, The Herrin, Sierra, San Juan, Frank H. Buck, Lansing, Halekaka, Ecuador and a long spell at "KFS".

C.C. FINDLEY

Chief on the Yale - this trip. We have lost track of "CC". Anyone know his present QTH?

Remember the two chevrons on the stack of the SS YALE for her service during WW-1 in Europe?

GILSON VANDER VEER WILLETS

"Radio Rex" was Chief on both the S. S. Yale and the Harvard. This pix taken circa 1925 was when he was Chief on the Harvard. "Rex" was the Society's first Historian and has always been a very staunch supporter of the Society. He is a very gifted gentleman and has had more than his share of experience in the world of communications.



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Do not attempt to light with
match. Simply turn key
on wall by the door.

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to health, nor does it affect the soundness of sleep.

PROGRESS!

"SIGNS OF THE TIMES"

CIRCA

1900

SWP Director, Donald K. de Neuf has furnished us with a copy of a bronze plaque that was commonly placed in hotel rooms in larger cities of the country as they were being installed at the turn of the century.

Don retired as President Press Wireless, Nov. 1st 1971. He was one of the early "PINK TICKET" men with Extra First Class License No. 4. His first ship was the SS LURLINE WML - 1925 (Assigned by Dick Johnstone).

Edward G. 'Ed' Raser W2ZI

Continued from Page - 105.

Upon passage of the Radio Law of 1912, he made his appearance at the Philadelphia Navy Yard and took the examination for an Amateur First Grade License. He recalls that the license was signed by a Lieut. S. S. Payne, USN, the U.S. Navy being the duly authorized agency to conduct license examinations at that time. He was assigned new call letters, 3NG. By 1915 he was working stations 400 miles away with a 1/2-kw Packard transformer and a home-made rotary spark gap. His receiver consisted of nothing more than a galena crystal detector, a tuning coil and a pair of Brandes phones.

The impending war in Europe put an end to his experimenting. So as not to be completely frustrated, he enlisted in the Navy as a wireless operator, and served a three-year hitch aboard various ships and at shore stations. During this period, while serving on detached duty at the Cape May Naval Air Station, he installed and test-hopped the first E. J. Simon 1/4-kw 500-cycle spark set ever to go aloft in an airplane. Long trailing wire antennas were used. On duty stations were on submarine patrol boats, and at coast stations NAH, NAI and NSD upon cessation of hostilities.

Raser received his First Class Radiotelegraph license before World War One. After his navy service he continued as a commercial wireless operator at both land and shipboard stations. In 1919 he was operator aboard the coaster S.S. LAKE STRABO, KEBR, on the run between New England and the Gulf ports. In 1920 he transferred to the new collier S.S. ETHAN ALLEN, KUJQ, which carried a 2-kw Federal arc set. On its maiden voyage to Balboa and Chile he maintained contact over most of the trip with Charleston Navy Yard, NAO, and Colon, NAX there being few stations along the way able to receive the ETHAN ALLEN'S arc signals. During his maritime days he worked for such early operating companies as Kilbourne and Clark, Marconi Co., and TRT.

In 1922 he received Special Amateur Station License No. 9 and with it the call-letters 3ZI. This license permitted him to operate on special wavelengths outside the 200-meter amateur band for long-distance relaying of radio messages. He, and the late Irving Vermilya, held the only two original Z calls on the air, all the rest being reassignments. His other early calls were

3NG and 3CS, both well known during the spark days till 1924.

In late 1924 he abandoned his beloved spark eqpt. in favor of the vacuum tube. With a small 7-1/2 watt Amtr he was able to outwork his older high-power spark.

As a pioneer broadcast engineer in 1922, Raser helped establish WMAL, Trenton's first station. Later he aided in the design and construction of WOAX, which was considered a "super-powered" installation in those days.

In 1926, Ed enlisted in the 112th Field Artillery, HQ, Battery, N.J. Nat'l. Guard, where he became regimental communications sergeant and senior signal instructor. In WW-2 he was engaged in vehicular radio development work as radio engineer for the Signal Corps Labs. at Ft. Monmouth, N.J. He traveled over most of the Eastern U.S. on various communications missions for the U.S. Army, Air Force and other agencies. One of his notable assignments was to President Roosevelt's security network, with HQ in the White House.

Ed is a member of many radio organizations: The Radio Club of America, The de Forest Pioneers, WVOA, MTC, OOTC (Charter Member), AWA and Sr. Member of IIE, now IIEE. He is also a Charter Member of the Society of Wireless Pioneers (55-P) joining shortly after the Society was established.

Ed has been cited on five occasions for the ARRL's Public Service Award Certificate, and for the Delaware Valley Radio Association's Silver Cup Award for faithful service; the Achievement Statuette conferred by the Conamough Valley Radio Ass'n., of Johnstown, Pa. and the A-1 Operator's certificate. (Ed Note: He also was recipient of the "HOUCK AWARD" of the Antique Wireless Association, at the Smithsonian, Oct. 1972).

During his 22 years of active service with mobile radio equipment, he installed one of the country's first FM police networks. He has devoted more than 58 years of his life to wireless communication.

His unique wireless museum is located at 19 Blackwood Drive, Wilburtha Section, West Trenton, N.J. Those interested in viewing his collection should first write for an appointment or call 609/882-6645 to insure that he will be home to describe the more than 500 pieces of historical wireless apparatus on display. - 50 -

(Note: Dickow wrote the above for his book - "TALES OF THE WIRELESS PIONEERS. Dickow died April 17 1971)

NIKOLA TESLA

BY

L. Harry Goldman

SWP. - 17TA

COMMUNICATIONS

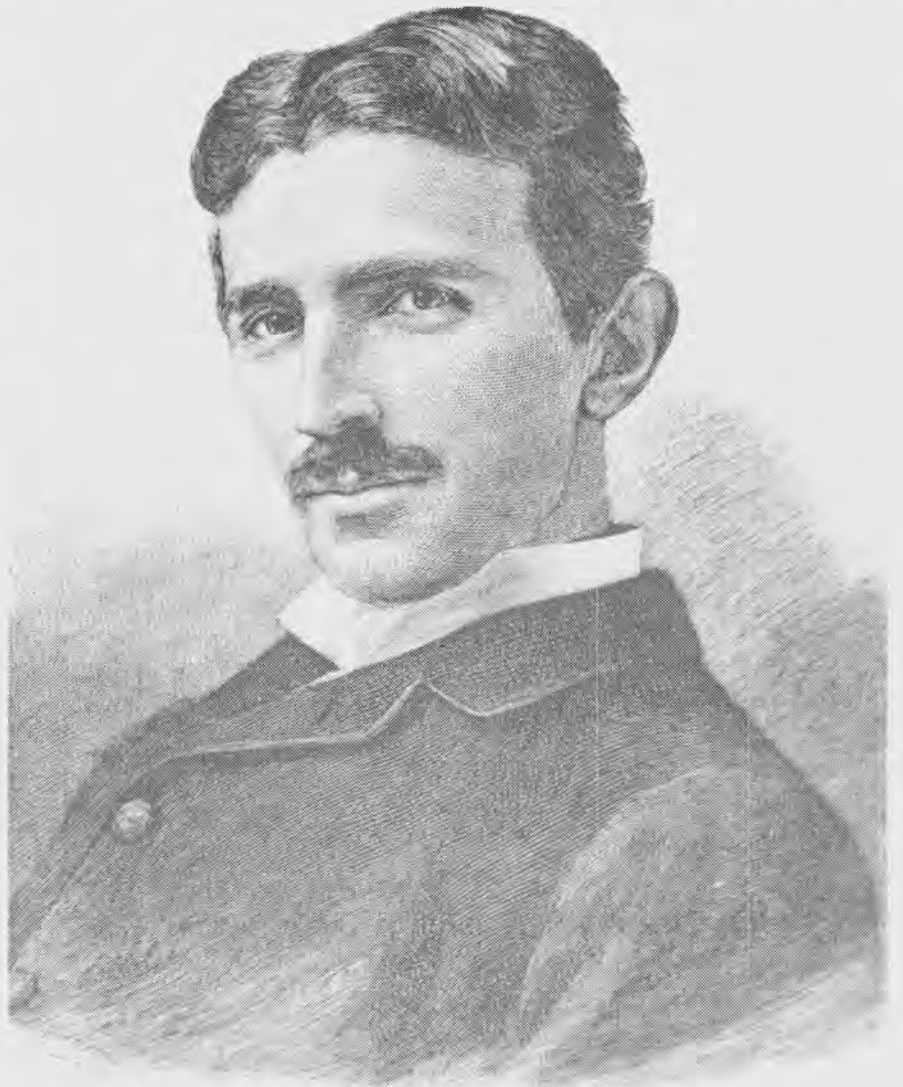
PIONEER

In 1888, a young immigrant stirred the world of electrical engineering when he presented a paper, "A New System of Alternate Current Motors and Transformers," before the American Institute of Electrical Engineers (N. Y.). His discovery of the rotating magnetic field and its application to the generation, transmission, and utilization of polyphase alternating currents for power and light brought electrification to the world. Today, the pulse of our society functions by Tesla's system and all high tension towers bisecting the countrysides here and abroad are lasting monuments to Tesla's genius. Not widely remembered, however, are his contributions to the establishment of early radio communications and broadcasting.

In 1889, the inventor commenced a series of investigations into the properties of high-frequency alternating currents. Except for his earlier work in low frequency ac and an occasional venture into incidental fields, high-frequency researches were to remain the dominant objective of his inventive career. Tesla's original work in high-frequency was devoted to the development of an efficient system of lighting. Shortly thereafter, he inaugurated experiments which were to place him on a trail leading to communications.

It is not clear what force motivated Tesla in this direction. His intense interest in communications was probably initiated as a result of Heinrich Hertz's experimental work. Although Tesla was among the earliest who foresaw the application of electro-magnetic waves in point-to-point communications, he continuously contested the concept of wireless transmission by hertzian waves. He attributed communications between ground stations to earth conduction. Later, when challenged to explain transmissions between ground stations and airplanes, the inventor responded, "capacitor action." Tesla rarely wavered in this debate and it is probable that his persistent inflexibility retarded, if not prevented, proper recognition for his contributions.

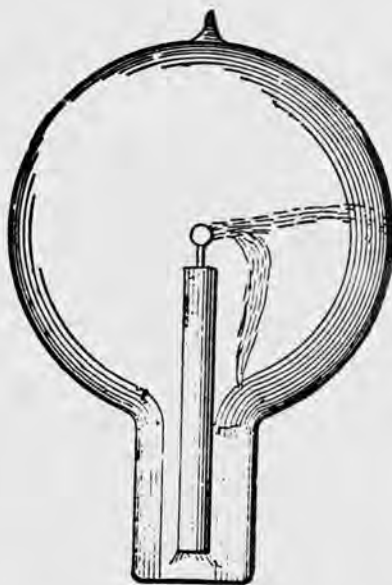
By 1890, he had constructed alternators capable of producing 30kHz. In 1910, the radio industry (then in its embryonic stage) found undamped waves highly desirable. The high-frequency alternator then became a sophisticated piece of communications apparatus, holding a position of great significance in radio transmissions until the advent of the high power triode in 1922. Had Tesla, in his



Nikola Tesla, father of high-frequency alternating current electrical sciences, whose principles and devices were later widely applied to wireless telegraphy. Although Tesla's patents laid the foundation for wireless communications, he is little remembered for this contributions.

THE WIRELESS PIONEER

TESLA



One of the many varieties of lamps originated by Tesla. He observed a peculiar sensitivity of brush charges to magnetic and electro-static fields and suggested it might be useful in communications. As far as is known, Tesla was the first to conceive the idea of the vacuum bulb as a detector. Unfortunately, he did not pursue this vision.

original experiments, pursued the development of the high-frequency alternator to wireless communications, his conception of employing continuous waves, and his design of apparatus for producing them, would have preceded the radio industry by two decades. As a striking example of the alternator's importance in radio, it was possession of the Alexanderson alternator patents which gave RCA a decided advantage in global communications.

Tesla, again, aroused the attention of the scientific world in 1891 when he presented the first of a series of historic lectures revealing discoveries from experiments with high-frequency alternating currents. (1) Among these was the disclosure of a new kind of transformer. Better known than as a "Tesla" coil, this device later became the heart of all significant communications systems as the all-important oscillation transformer. Consequently, Tesla, in his early ex-

periments, stumbled upon another important facet to communications—inductively coupled-tuned circuits. Time has not dimmed their importance.

One can gain an insight into the inventor's experimental wisdom and prophetic vision in the reading of his 1892 lecture before the Institution of Electrical Engineers of London. Referring to a sensitive brush discharge in one of his vacuum tubes, Tesla describes its sensitivity to magnetic and electrostatic influences and states, "I think that it may find practical application in (wireless) telegraphy. With such a brush, it would be possible to send dispatches across the Atlantic, for instance, with any speed. . . (2) Although the Edison effect phenomenon in incandescent vacuum bulbs, later to become the basis for the radio tube, was well known, I know of no reference prior to Tesla's suggestion that the vacuum tube be utilized as a component in communications. Historians, it seems, have missed the import of Tesla's declaration for I have read no publication which credits Tesla with the conception of using a vacuum tube as a detector.

The present-day state of technology may serve to blind us from sensing the impact of Tesla's predictions. After all, the ease with which we can communicate with the moon astronauts (Tesla was one of the earliest, if not the first, to predict interplanetary communications) tends to portray those early pioneers in communications as a bunch of tinkers. But at that time, they were crossing a frontier beyond which no one had leaped and the other side appeared quite hazy. Leading figures in the scientific world publicly conceded the impossibility of traversing the Atlantic's prohibiting span with an electromagnetic wave. To Tesla, the earth's magnitude was of little significance. "I would say a few words on a subject which constantly fills my thoughts and which concerns the welfare of all. I mean the transmission of intelligible signals or perhaps even power to any distance without the use of wires. . . We need not be frightened by the idea of distance. To the weary wanderer counting the mileposts, the earth may appear very large; but to the happiest of all men, the astronomer, who gazes at the heavens, and by their standards judge the magnitude of our globe, it appears very small. . . And so I think it must seem to the electrician. . . it certainly is possible. . . to produce some electrical disturbance sufficiently powerful to be perceptible by suitable instruments at any point of the earth's surface." (3)

In his final lecture of the "trio-series", Tesla suggested a system of radio communications employing synchronized aerial-ground elements at the transmitting and receiving station. (4) In view of this disclosure, it would seem that he was the first to conceive the idea of using trans-

mitting and receiving antennae tuned to the same frequency. Therefore, by 1893, some four years before contemporaries had made equally significant contributions to the art, it appeared that Tesla possessed both the technology and ambition necessary for bringing radio communications to its fruition. What, then, barred him from achieving the honor?

On March 13, 1895, the entire contents of his inventive career, as well as records, documents, and a world's fair exhibit were lost when a fire destroyed his New York City laboratory. Incredible as it may seem, in less than two years following this tragedy, Tesla had carried out investigations in the field of x-ray, studies of the dynamics of mechanical vibrations, the invention of electromechanical isosynchronous alternating current generators, as well as experiments with radio-controlled devices. One of his most important contributions of this period was a patent containing the fundamental principle upon which the "four-tuned-circuit" system of radio transmission was to be founded. (5) Professor Adolph Slaby, German's leading authority in early communications, demonstrated an enthusiastic appreciation for Tesla's work. In declaring Tesla as the "Father of Wireless," he wrote, "I have been engaged for some time in investigations in telegraphy without wires, which you have first announced in your 'Inventions.' It will interest you as the father of this telegraphy. . . ." (6)

Restricted by the limits of his New York laboratory, Tesla left for Colorado Springs in 1899 to initiate experiments on a large scale. Communications was to be but one phase of his project. Another was the transmission of electricity without the use of power lines. He was of the conviction that resonant efforts of large magnitude would enable him to utilize the earth as a conductor. "Not only was it practicable to send telegraphic messages to any distance without wires," stated Tesla, ". . . but also to impress upon the entire globe the faint modulations of the human voice, far more still, to transmit power, in unlimited amounts to any terrestrial distance and almost without loss." (7)

There, on the plains below Pike's Peak, he constructed a large barn-like laboratory containing an array of apparatus reminiscent of a Jules Verne fantasy. The concrete achievements of the Colorado adventure remain obscure. Except for a lecture, some scattered notes, and a few ambiguous articles, he never fully disclosed the outcome of the experiment. He announced the discovery of standing waves induced in the earth's static charge by nature's lightning and was able to duplicate them by bringing about an immense resonant action. In an experiment which has not since been equaled, Tesla produced an absolute potential of 18 million volts and antenna currents of 1,110 amperes.

Tesla demonstrated the vision of a true prophet when he suggested the employment of standing waves as a means for detecting the position and movement of distant objects. ". . . by their use. . .

we may determine the relative position or course of a moving object such as a vessel at sea. . . (8) Once again, Tesla chose not to pursue a promising vision but left to others the development of radar.

Tesla returned to New York in 1900 and began construction of a transmitting plant on Long Island. Residents of early Shoreham can recall the gigantic tower situated on a tract of land known as Wardencllyffe. The station was to be but one of a series of components making up Tesla's "World System" of broadcasting. In addition to the distribution of news, music, and humanity services provided by today's communications media, the inventor promised a number of startling benefits. It was to establish a universal system of telephone, telegraph, and stock ticker services; a precision clock system whereby all the world's timepieces would be accurately synchronized from a master station, a safe system of navigation enabling control of direction without the need of compasses and an ability to determine the exact location, hour, and speed at a moment's notice. In addition, it was to provide a world system of private telephone communications between parties, regardless of distance, with an incredible device small enough to be carried on one's pocket.

The Long Island plant was never completed. The cost of the project exceeded the inventor's available funds and creditors refused further investments when rumors circulated debasing the scheme as a fairy tale.

In an objective which no other person had then dreamed possible, Tesla had visualized, and nearly created, broadcasting some twenty years preceding its eventuality. Edwin H. Armstrong, radio pioneer and inventor of FM, paid great tribute to Tesla's prophetic vision of broadcasting when he stated, ". . . the instrumentalities for practicing broadcasting were not then in existence. Tesla was classed as a visionary and his prophecy was forgotten. What harsher terms might, with justice, be applied to many of us who helped produce the instrumentalities with which broadcasting was eventually accomplished. We applied them to point-to-point communications, failing completely to realize the significance of Tesla's words." (9)

In addition to the major goals mentioned herein, Tesla made an infinite variety of contributions to communications that remain generally unheralded. The most striking example is a patent describing an invention for controlling moving objects by radio waves. (10) With this invention, Tesla singularly ushered in the age of radio-guidance systems. "We shall be able. . . to send a projectile at a much greater distance; it will not be limited in any way, weight, or amount of explosive charge; we shall be able to submerge it at command, to arrest it in its flight and call it back, and to send it out again and explode it at will; and more than this, it will never make a miss. . ." (11) A vital part of Tesla's system of radio-control was a patent which provided for

multi-channel non-interferable radio transmission. (12) This, and his "four-tuned" circuit patent are, perhaps, the two most significant contributions forming the foundation for the radio art.

The science world did not stand idly by while Tesla spewed forth his prophecies and visions. It considered his guided-missile theories incredible and was quick to make its viewpoints known. Although spectacular demonstrations of his radio-controlled devices were presented in a week-long display in New York City, and later, in Chicago, colleagues refused to concede the possibility of Tesla's missile. Said one reporter, "We have recently been informed by the public press in flamboyant rhetoric that Nikola Tesla has devised a boat which is destined to revolutionize warfare. Mr. Tesla's improvement has been introduced to the world with some of the most extravagant rhapsodies that ever threw discredit upon an untried inventor.

"It could strike, we are told, a vessel that lay in Southampton, England, while the operator was snugly ensconced in the forts at Sandy Hook. What possible good can be done either to the inventor himself or to the great cause of science. . . by confusing the minds of the public by such unscientific exaggerations as we have quoted above?" (13)

Others were even less optimistic, "When we are expected to accept in silence such an utterance as quoted above. . . we refuse point blank, and we are willing to face the consequences." (14)

This form of opposition did not deter Tesla from expanding on his vision for, to him, this was but the beginning. In a gesture typical of his unlimited imaginative powers, he proposed radio-controlled robots capable of thinking for themselves. He coined them AUTOMATONS, ". . . it will be able to follow a course laid out or to obey orders given far in advance; it will be capable of distinguishing between what it ought and what it ought not to do. . ." (15) Tesla's utterances raised more than the eyebrow of the scientific world. Resulting protests surpassed the discontent of indignation. The significance of Tesla's words, however, becomes more apparent when we consider today's vast arsenal of guided missiles and self-thinking machines. The fact that we can send a missile, manned or unmanned, to the moon, that it will know where it ought to land or ought not to land, that it will return to earth on a pin point landing, all without human interference, is evidence of performance exactly as Tesla predicted.

Among his incidental contributions to radio communications was the Tesla "ticker", a device for making continuous waves audible. This apparatus was a vital part of the Paulsen Arc stations until the heterodyne beat-note system was introduced to radio engineering. Several forms of Tesla's high-frequency spark apparatus were utilized by early transmitting stations for many years. His radio patents advanced the quarter-wave principle as well as antennas in the form of a loop. And it was Tesla who pointed out the importance of oil as an insulating medium in high voltage equipment and who sug-

gested the use of insulated stranded wire, later called Litzendraht, in high-frequency circuits.

Considering all that has been mentioned in the foregoing, why then is the name Nikola Tesla not listed among the journals of radio engineering history? Several explanations are possible. For one, Tesla was a complex personality. Hampered by a grand gesture personality and driven by an extra-ordinary ingenuity, his talents remained eternally subservient to a passionate and inexorable urge for crossing frontiers while leaving for others the benefits of commercial development. Secondly, Tesla was forever being diverted off on tangents away from the path of his major goals, delaying, if not preventing, final achievements of his original destinations.

In addition, Tesla's extremes of individuality may have been his greatest failing. Without detracting from their brilliant work, it is known that the many successes of men such as Edison resulted from an ability to attract the assistance of highly capable associates. Tesla, however, was unable by temperament to avail himself of this advantage. Lee De Forest, an inventor whose contributions are well established in the glorious history of radio, pleaded to be taken in as a Tesla assistant. Undoubtedly, other talented personalities would have been more than happy to join the Tesla camp. Unfortunately, Tesla was a born "loner" who stood aloof and out of reach of those with whom he mingled.

On December 12, 1901, while Tesla was constructing his 300,000-watt Long Island broadcasting station, Guglielmo Marconi, with but a fraction of that power, scooped the scientific world by sending three dots across the Atlantic from England to Newfoundland. The scientific society hailed Marconi. Tesla sent a congratulatory note but it was quite evident that he had been struck a blow by Marconi's feat. A crushing defeat, and perhaps the most important deterrent, to Tesla's bid for radio immortality came about in 1915 when he battled Marconi over the fundamental issues upon which early radio had become established. The courts ruled against Tesla, a judgement which was to provide Marconi the means for instituting unmitigated assertions for the invention of wireless.

Be all that as it may, Tesla's part in the evolution of communications was not to be denied completely. In 1943 (the year of Tesla's death), long after the radio empire had been well established, the U. S. Supreme Court declared the Marconi "four-tuned-circuit" patent (his most important contribution) invalid due to prior disclosure by Tesla. (16)

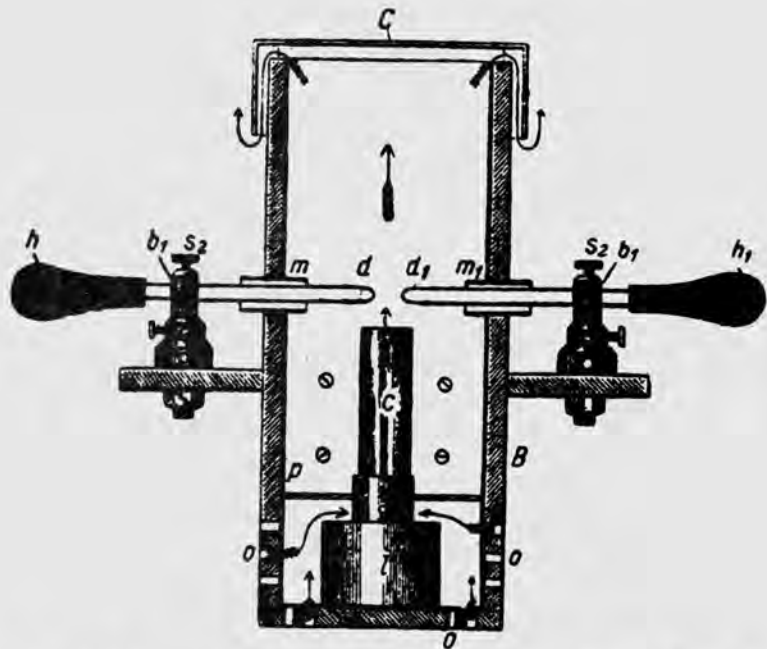
In summation, we find in Nikola Tesla a personality possessing an experimental acuity and prophetic vision equaled by no more than a handful of colleagues and surpassed by none. In an evaluation of the inventor's contributions to radio engineering, L. P. Wheeler credits Tesla with the independent discovery of the principle of inductive coupling between the driving and working circuits, the im-

TESLA

portance of tuning both circuits (oscillation transformer), and the employment of the open secondary circuit. He describes Tesla as "...an immensely energetic personality possessing great skill in ac techniques and great ingenuity in their utilization...his earlier accomplishments...together with the inspiration given to many through his public lectures, would seem to justify a place in the history of radio engineering not so very far below that due to his accomplishment in the field of low-frequency alternating currents. (17)

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Tesla's spark apparatus in a flame, one of many varieties of spark devices he created. The principle was later applied in experiments by other pioneers.

See Page 118 for Additional TESLA Inventions.

Thanks to HARRY GOLDMAN (17-TA) for this fine article on NIKOLA TESLA. It is evident that a great amount of time and research went into the article. We also wish to thank Jim Cranshaw who publishes the HORN-SPEAKER (See Page-54) for his fine assist and permission to use his original typesetting copy which has saved us the cost of this labor and service. MANY THANKS!

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THE WIRELESS PIONEER



“WAMCAT” STORY

F

irst wireless in Alaska

● The frigid weather
and frozen tundra
were overcome
to place a
commercial wireless system
in operation
in 1903



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HAM RADIO MAGAZINE

Ed Marriner, W6BLZ,

At the turn of the century the Alaskan gold rush was in full swing. Army forts had been established to look after the gold seekers, and a reliable communications system was needed. A wireless communications system was established, later to be called the Western Alaska Military Communication and Telegraph System, which eventually employed many radio amateurs who as civilians became speed operators on one of the country's fastest CW nets. They were called WAMCATS.

How did it all start? Historically, it was the first communications system on all of the West Coast of America. During the various Alaskan gold rushes, starting in 1898, towns and camps mushroomed overnight, with plenty of tin horn gamblers and other characters (as described in the poems of Robert W. Service) wandering from place to place. By 1900, better communications than messages by boat or dog teams became a necessity.

In 1900 Congress gave the U.S. Army Signal Corps money to improve wireless communication and charged them with the responsibility for a cable line to Alaska and the interior. This cable line was constructed under great difficulty for the poles had to be set into permanently frozen ground. This was the first of many factors which launched the Army into wireless communications.

In 1903 the U. S. Army had strung wires to St. Michaels, Alaska, and was faced with the problem of making it to Nome. This meant the choice of going around Norton Sound with a pole line under the worst of primitive conditions or laying a cable which would be carried away by ice each year.

The Signal Corps, by now, had used wireless telegraphy and decided that the last link between the stations at Nome and St. Michaels was to be a wireless one. The entire system consisted of 107 miles via wireless, followed up by 3883 miles of cable to Seattle. This same year, 1903, Dr. Lee DeForest experimented and exchanged satisfactory communication between Fort Safety, Alaska, and these stations which was the final report of the project which started back in 1899.

Leading up to the Alaskan Wireless Network was a report by the Chief Signal Officer who, in 1899, announced that the Signal Corps had devised a system of wireless telegraphy. This was the first publicly operated network in America. Improved in detail, it worked successfully over limited ranges between the harbor fortifications for which it was planned. Recognizing, however, that rapid advances were sure to be made by civilian experts, the Chief Signal Officer decided to adhere in this matter to his general policy. This meant that experimental work would be carried out by the Signal Corps only under those conditions where there wasn't any easy recourse to the commercial and industrial establishments of the United States.

Owing to repeated failure of several wireless telegraph companies to furnish a reliable and satisfactory system of wireless telegraphy in Alaska over a distance of 100 miles, the Chief Signal Officer decided in 1903 to have all existing systems examined with reference to their practical qualities. He decided to obtain by elimination, substitution or invention some system for Army use which would result in the reliable and successful transmission of messages.

The farsightedness of the Chief Signal Officer had already accumulated information and instruments which facilitated the solution of the problem. In addition to the systematic collection of all published data on wireless telegraphy, no efforts had been spared to supplement these by obtaining information from various inventors and experimenters. In addition,



Map showing the wireless circuit between Nome and Fort St. Michael, Alaska, a distance of 100 miles. This circuit was put into operation by the U.S. Signal Corps in 1903 to replace the cable which was washed out by ice every year.

the Signal Corps purchased sample instruments and installations pertaining to every system that seemed worthy of test where a title to the instrument could be obtained for a reasonable price. In this way they acquired essential parts of important systems. Experimental work in wireless telegraphy had also been done by Maj. Samuel Reber, George O. Squier and Edgar Russel, all Signal Corps people, but none of these officers were available for assignment to the work.

For experimental work in connection with perfecting a permanent plant, Capt. Leonard D. Wildman, a graduate of Stevens Institute of Technology, who had displayed resourcefulness in various phases of field duty, was selected. With full authority to call on Major Reber and Capt. Russel for advice, the accumulated data and instruments were turned over to Capt. Wildman, who began his work by testing the capacity and efficiency of the Braun-Halske wireless transmitter, a duplicate of the plant which operated successfully during the German maneuvers. While this transmitter was not unsuccessful, its maximum capacity for transmission of messages over 63 miles was not entirely satisfactory.

In addition to determining the best type of field wireless apparatus suited to the Army, he was particularly charged with the setting up of a permanent wireless plant which should be able to

work successfully over distances exceeding 100 miles.

The chosen field of operation was between Fort Wright, Fisher Island, and Fort Schuyler, New York, 97 miles apart, of which 20 miles was across land. The use of these forts was a factor in the national defense as it established a wireless system over which, in times of great disturbance, a message could be quickly exchanged between the outlying defenses of New York.

With these ends in view, experiments were carried on under Capt. Wildman's personal supervision during the latter part of the year with instruments purchased from the Lodge-Muirhead Wireless Telegraph Company of Great Britain, the Brau-Siemans-Halske Wireless Telegraph Company of Germany, the National Electric Signal Company of Washington, D.C., and from the DeForest Wireless Telegraph Company of New York.

In addition to the instruments furnished by the above companies, experimental apparatus was purchased by the Chief Signal Officer from time to time. Comparative tests were also made between all receivers, responders and coherers on the market, as well as with many different types of special equipment.

Notwithstanding the popular idea that wireless telegraphy over great distances was an accomplished commercial fact, *none* of the systems investigated proved satisfactory for Army use. (Have times changed?) Wireless telegraph systems seemed to have been developed by their inventors in the laboratory for their own use rather than to electrical and mechanical standards in which a reliable piece of equipment could be placed on the commercial market.

After an investigation of the existing systems, Capt. Wildman formulated, with the approval of the Chief Signal Officer, the following changes as being necessary for practical military uses:

1. Eliminate the necessity for an absolute electrical ground.
2. Construct all parts of the apparatus so that in case of the failure of any part, that part can be replaced without elaborate machinery by intelligent unskilled labor. Even in those days they had trouble getting technicians.
3. Replace all adjustments which require a knowledge of mathematics, or experience in manipulation by lettered dials or definite switch positions so that highly skilled operators would be unnecessary.

4. Reduce the necessary height of the antenna wires.

5. Produce a receiver which would not only receive the message intended for it, but which could, by adjustment, also receive any electromagnetic wave.

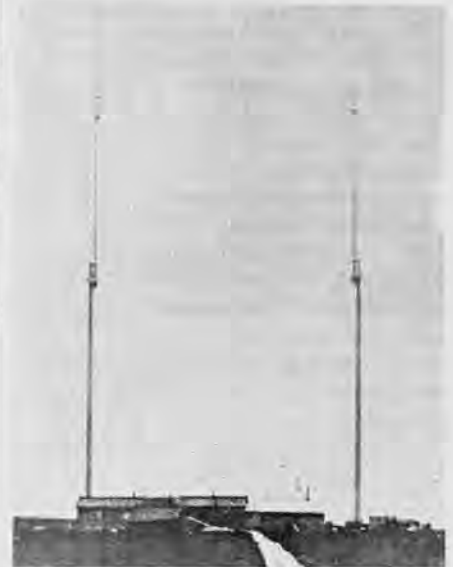
6. Eliminate disturbances due to atmospheric or static electricity.

7. Avoid, as far as practicable, all dangerous high-potential currents at points where there was a possibility of danger to employees.

8. Provide devices which would protect the instruments and machinery from destructive potentials.

9. Avoid, as far as possible, the use of patented devices and the consequent payment of large royalties.

10. Devise a system which could be easily transported in time of war and which would be capable of transmitting messages under all climatic and topographical conditions.



Old wireless telegraph station at Fort St. Michael, Alaska. (Photo courtesy U.S. Signal Corps)

Extended tests were made on the DeForest System which in its original and earlier forms was successfully operated during the Army and Navy maneuvers in 1902 on Long Island Sound. This was the first time the Signal Corps applied wireless telegraphy to military purposes. During these tests the DeForest system barely covered the Schuyler-Wright course. Under the most favorable conditions a signal could be exchanged successfully, but when there were nearby interfering stations, signal exchange was impossible.

Undismayed by the situation Capt. Wildman applied himself to the problem of supplementing and improving the system, to the point that he solved the problem as far as the needs of the Signal Corps were concerned. His improvements were formulated and patented equally in the interests of the United States, to whom the patents were assigned, and of the inventor.

Although the Signal Corps system was not perfect, it was better than any system previously tried. It was not absolutely unbreakable, it could not be operated by men of a low order of intelligence, and it was not entirely free from interference from nearby stations, nor could it be operated during heavy thunderstorms. Although, from the looks of the tests, it did not meet many of Capt. Wildman's specifications, the U.S. Army was eager to give it a try in Alaska. A good substitute for a good electrical ground had been found, the operations and adjustments were simple enough, there was only one place within reach of the operator where there was a destructive potential, and the equipment was decided to be repairable enough.

Messages during the tests were sent daily in great numbers over the ninety-seven mile path for five weeks without any apparent deterioration in apparatus or machinery. The experiments furnished a large amount of accurate and valuable data on placement of antenna poles, their rigging, construction, dynamos and their design, transformers and their durability in moist weather, induction coils and their action, the various methods of tuning the antennas to each other, and to the closed oscillating circuits by which they were fed. The tests proved very valuable.

With the exception of the DeForest receiver, the Signal Corps system had no patentable devices other than those invented and designed by the officers and enlisted men of the Signal Corps. As usual, the general public recognized that they had been taken in by the extravagant claims of wireless telegraph experimenters. The public would have to wait for experience alone to prove whether the devices adopted by the Signal Corps performed properly when transferred from a temperate climate to places like Alaska where they had to be operated and maintained by unskilled labor in an unfavorable environment.

It appeared for certain, however, that for Army uses this system was better than anything previously available on the market. Time might disprove the utility of some of the features which seemed prom-

ising, but the Army felt it was an advance over other wireless systems then in use.

Capt. Wildman was about to tackle the job of installing a communications system in the cold wilds of Alaska, and acknowledged his indebtedness to Major Reber and Capt. Russel for valuable advice and assistance. Special commendation is due Capt. Wildman for the persistent and skillful manner in which he contributed to the efficiency of the Army in perfecting the Signal Corps system of wireless telegraphy. The improvements were largely his own devices. Two patents were obtained by him for wireless inventions and were assigned to the government. He



went on to Alaska, completed his task and wrote the following report to the Chief Signal Officer in 1903:

wireless telegraphy

"The system of Wireless Telegraphy devised by the Signal Corps of the Army in 1899 has been improved in details, but its range of operation is limited. It was deemed advisable to stop experimental work along these lines pending the de-

velopment of this science by experts in civil life.

In 1901, however, it became a matter of practical importance to the Signal Corps to establish wireless telegraphy over extended distances. A contract was made looking into the establishment of the wireless telegraph by the Fessenden system across Norton Sound from Nome (Fort Davis) to St. Michael, about 110 miles. The contractors failed, however, to make the installation and the contract was revoked.

In view of the failure of the contractor to install the wireless system across Norton Sound, Alaska, and in order to meet the desire of the Commanding General, Department of Columbia, for telegraphic communication with Fort Davis, the Signal Corps took up this problem and is now engaged in an effort to install a system that shall work from St. Michael to Safety Harbor, near Nome, Alaska, a distance of about 105 miles.

Experimental work with separate and composite systems is being carried out in Long Island Sound by Capt. L.D. Wildman, Signal Corps, with a view to eventually be working between Fort Schuyler and Fort H.G. Wright, a distance of 105 miles, and of which about 10 miles are lowland. For this purpose masts 140 feet high have been constructed, and completed in order to make final tests. Captain Wildman now awaits special motor dynamos and transformers.



United States Signal Corps station FD at Nome, Alaska, 1903. (Photo courtesy U.S. Signal Corps)



Last Voyage - Marriner

Member, Edmund H. Marriner - 313-V (W6BLZ), Secretary-Treasurer of Chapter IV has taken up art since retirement. We think this pencil sketch, among a number of fine marine views Ed sent us shows outstanding talent and ability. We wish him encouragement.

Meanwhile to the delay, installations of masts and antennas are now being made at Safety Harbor and St. Michael, so that whatever system proves satisfactory in Long Island Sound, can be utilized in Alaska by 1904 with the suitable sending and receiving apparatus. At both St. Michael and Safety Harbor the permanent plants are now in process of transportation and erection. There are to be at each station two triple masts 200 feet high, between which are to be a suspended fan shaped antenna, consisting of 125 copper wires one-foot apart. The motor power is to consist of a 5 hp gasoline engine and a 3 kW motor dynamo, 60-cycle alternator. At one station will be a transformer, stepping up from 500 to 20,000 volts, and at the other, stepping up from 500 to 25,000 volts. The large Muirhead receivers, which now seem to be the best available type, are to be utilized in this work unless meantime other experiments produce something superior.

Another contract was made with the American-Marconi Wireless Telegraph Company to establish wireless communication between two points in the Tanana Valley where great difficulties were expected in constructing an ordinary tele-

graph line and in maintaining it satisfactorily, the contract locating the connecting of two points about 164 miles apart with an intermediate station should the Marconi company so decide. It was hoped that this installation would be made by October 1902, but the contractors were not able to install the system last year. They were at work during the summer of 1903, but to this date no success has been reported. It has, therefore, been necessary for the Chief of Signal Officer of the Army to direct the efficient maintenance of the land lines in the lower valley of the Tanana, such action being imperatively necessary in view of the failure of the wireless installations in a reasonable time.

As we stated in the last annual report, the DeForest system of wireless telegraphy was utilized during the Army and Navy maneuvers on Long Island Sound. This year the same system has been used to replace a broken cable in New York Harbor, between Forts Wadsworth and Hancock, and it has worked most satisfactorily over this distance of 12 miles. In this system a motor dynamo of one kilowatt capacity, driven by the power of the post plant at 110 volts, produces an alternating current of 500 volts at 60

cycles. This runs through a two-kilowatt transformer, which steps up the voltage across the spark gap. Messages are received by the telephone and DeForest responder."

Report to the War Department, Washington, D.C., October 3, 1903

"While communication is now heard regularly by telegraph between the civilized world and the Yukon Valley westward to St. Michael, yet restoration of communication with Nome has so far proved impractical. The cable between Nome and St. Michael was so badly injured by ice, some 40 miles of it having been carried away, that its repair meet the urgent recommendations of the Commanding General, Department of Columbia. Efforts are being made, with prospects of success in 1904, to establish communication by wireless telegraphy between St. Michael and Nome across Norton Sound, Alaska, a distance of 108 miles."

**October 4, 1904, from
Capt. Wildman**

"The Signal Corps wireless station at Nome could communicate with a similar station on the Kamchatka Coast, but the infertile and sparsely inhabited country

thence to the nearest Russian station of Nikolaevsk would render any such enterprise unlikely should it be suggested. As has been stated in previous annual reports, efforts to establish a wireless system across Norton Sound and in the valley of the Tanana, awarded to different companies under public proposals, failed entirely.

The contract to establish communication was abandoned in its primary stages in one case, while in the other the efforts proved fruitless after two or more years trying to construct a permanent line through that section, and it became necessary for the Chief Signal Officer of the Army to undertake through the officers and men of his Corps, a wireless installation across Norton Sound, and work commenced along two lines: First, to install those available and then perfecting the system later. Second, as the short navigable season of four months in Norton Sound rendered it impracticable to carry on experimental work in Alaska, it was decided to establish two stations in connection with the coast defenses of the United States, where they would have a permanent value, and after devising a successful typical plant, transfer its sending and receiving apparatus to Alaska."

The arrangements for the temporary plant were made under the general directions of Major Russel, whose special and important duty in connection with the Alaskan cable installation left him but scant time for arrangements, whose executive duty must necessarily be carried out 2,000 miles away by an assistant not under his personal observation.

In the late summer of 1903 the Norton Sound base was established. At Safety Harbor and St. Michael there were built portable houses, in which were installed engines, batteries and wireless instruments, supplemented by two masts at each station 210 feet high, between which were suspended fan-shaped antennas. These poles, the highest ever erected on the Pacific Coast, and the antenna were installed through the resourcefulness and professional skill of Mr. R.D. Ross, a civil engineer employed for this purpose.

Unfortunately, part of the wireless material failed to reach St. Michael because the steamer it was on, the *Meteor*, was disabled enroute. First Lt. A. T. Clifton, with a selected force of signal-men familiar with wireless work, jury-rigged instruments through which meager wireless signals were exchanged during the winter.

Meanwhile, experimental work was carried on in Long Island Sound by Capt. Wildman with separate and composite

systems. He eventually devised a composite plant, originally based on the DeForest system, but largely modified by inventions of his own. This plant worked with great success between Fort Wright and Fort Schuyler New York. The transfer of the wireless equipment from Long Island Sound to Norton Sound was accomplished by Capt. Wildman during the next summer. The method of installation was such that the installation was easily made.

Capt. Wildman, at St. Michael, and Sergeant Treffinger, at Safety Harbor, installed their respective systems in less than two days. Capt. Wildman reported that the wireless material was landed and delivered at St. Michael by noon of August 4, and said:

"At 9 o'clock AM on the 6th, complete messages were exchanged, and the telegram from me at Safety Harbor was released and set forward. No serious trouble of any kind was experienced and every part of the machinery worked in a perfectly satisfactory manner. Since that time we have been pushing the machinery about 20% overloaded in order to see if it could be broken down. The signals are fine and louder than I have ever heard them at either the stations when at Schuyler or Wright. The operators have no difficulty in reading the messages while the relay is working in the same room and with the engine running in the next room and men walking about and talking in an ordinary voice anywhere in the house."

On August 17, 1903, the Nome station was thrown open for commercial business with the rest of the world, and the wireless section of the Alaskan Telegraph System was an everyday adjunct of the electrical appliances of the twentieth century. It daily transmitted the entire telegraphic business of the Seward Peninsula. In one afternoon 5000 words were exchanged between Safety Harbor and St. Michael.

Through the professional skill of Capt. Wildman and his subordinates, the Signal Corps had started operating the longest wireless section network of any commercial telegraphy system in the world. Some of this early equipment was still functioning as late as 1922, in Craig, Alaska. The old 3-kW transmitter was still run by the gas engine, and the transformer, glass-plate condensers, straight open spark gap with cup-like electrodes and plain helix were still going after all those years. Wireless proved itself easier to maintain than telegraph wires.

table 1. Callsigns of some of the early U.S. Army Stations in Alaska.

FB	Fairbanks
FD	Nome
FE	Mouth of the Yukon
FG	Fort Gibson
FK	Circle City
FM	Ft. St. Michael
FP	Petersburg
FQ	Ft. Egbert
FX	Ft. Worden

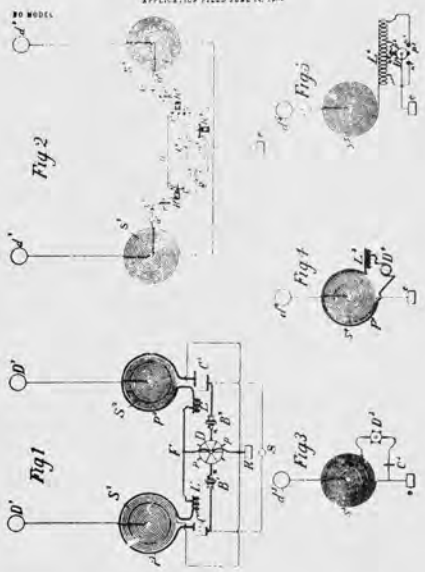
30



Inside the Signal Corps station FK at Circle City, Alaska, 1909. (Photo courtesy U.S. Signal Corps)

No. 723,186. N. TESLA. PATENTED MAR. 17, 1903.

N. TESLA.
METHOD OF SIGNALING.
APPLICATION FILED JUNE 14, 1902.

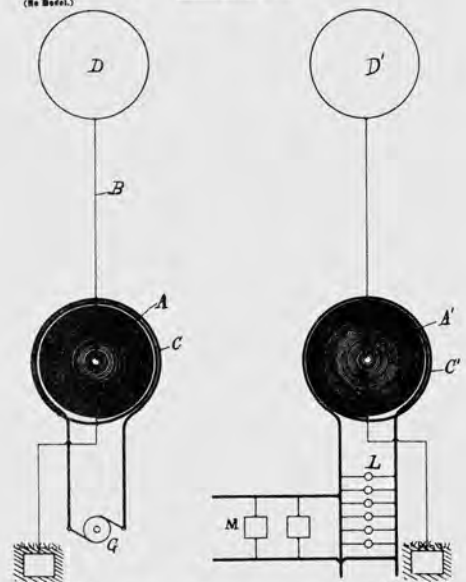


WITNESSES: *Russell M. Miller*, *Nathan H. Brown*
INVENTOR: *Nikola Tesla*
BY: *Her. Page & Cooper*, ATTORNEYS.

(A) Tesla patent for a system of non-interferable selective tuning by the simultaneous transmission and reception of two or more frequencies. This and his "four-tuned-circuit" contribution are, perhaps two of the most significant advances in wireless communications prior to vacuum tube circuits.

No. 645,576. N. TESLA. PATENTED MAR. 20, 1900.

N. TESLA.
SYSTEM OF TRANSMISSION OF ELECTRICAL ENERGY.
(Application filed Sept. 8, 1897.)

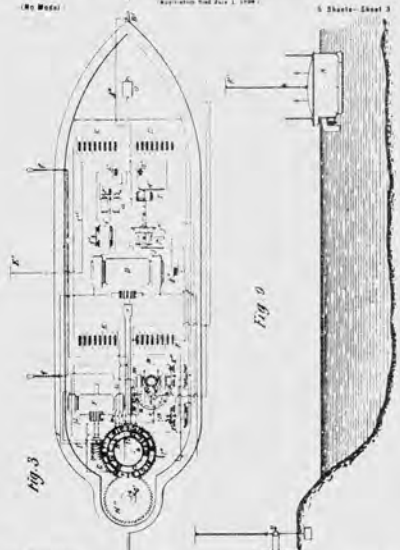


WITNESSES: *Dwight N. Cooper*, *W. Lawrence*
INVENTOR: *Nikola Tesla*
BY: *Her. Curtis & Sage*, ATTORNEYS.

(C) Teslas patent # 645,576 for the transmission of electrical energy. It included a four-tuned-circuit system thus antedating Marconi's circuit upon which science of wireless telegraph was founded.

No. 913,809. N. TESLA. PATENTED NOV. 9, 1898.

METHOD AND APPARATUS FOR CONTROLLING MECHANISM OF MOVING VESSELS OR VEHICLES.
APPLICATION FILED APR. 1, 1898.

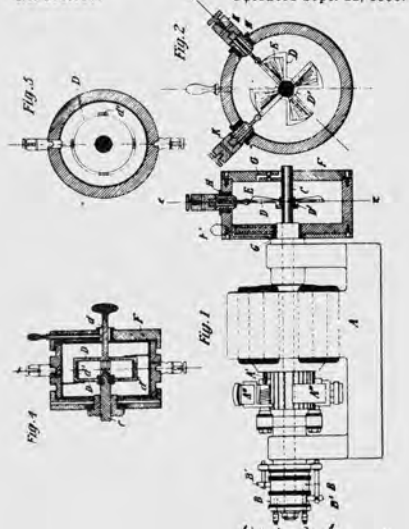


WITNESSES: *Raphael Miller*, *George Schuff*
INVENTOR: *Nikola Tesla*

(B) Tesla's patent for controlling mechanism of moving vessels singularly ushered in the era of radio-guidance systems. It was not only a unique demonstration of wireless transmission and reception but contained innovations in wireless heretofore undisclosed.

(No Model) N. TESLA. 2 Sheets—Sheet 1

APPARATUS FOR PRODUCING ELECTRICAL CURRENTS OF HIGH FREQUENCY.
No. 568,180. PATENTED SEPT. 22, 1896.



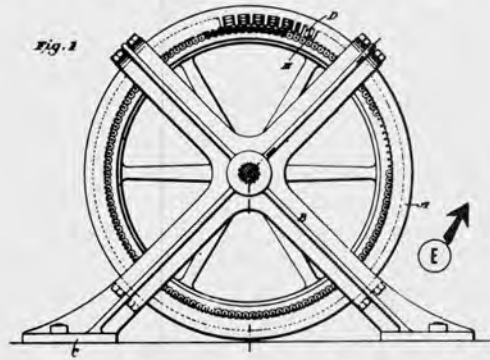
WITNESSES: *Edwin B. Hephson*, *George W. Hephson*
INVENTOR: *Nikola Tesla*
BY: *Her. Curtis & Sage*, ATTORNEYS.

(D) The Tesla synchronous rotary gap, one of the most advanced forms of spark apparatus in wireless history. It remained for two decades as one of the most efficient devices in communications and competed successfully against vacuum tube circuits for many years. Historians often erringly credit others with the invention of this device.

TESLA IDEAS, INVENTIONS & PATENTS RE: WIRELESS

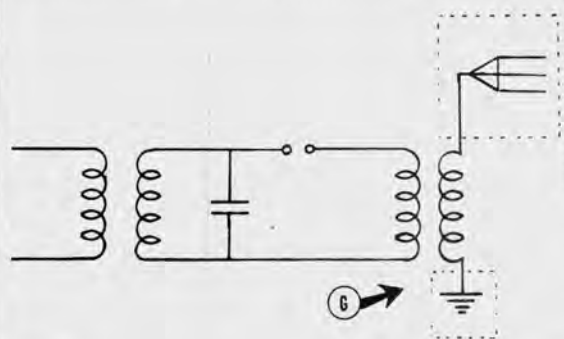
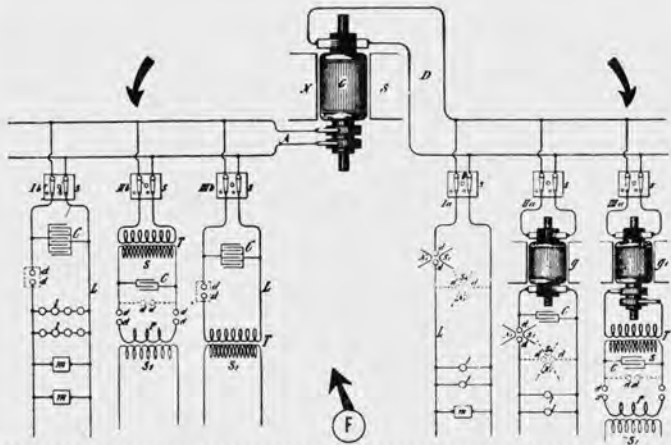
(No Model.)

N. TESLA.
METHOD OF OPERATING ARC LAMPS.
 No. 447,920. Patented Mar. 10, 1891.

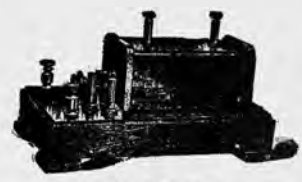


(E) The Tesla high-frequency alternator. This device, later improved upon by Alexanderson and Goldschmidt, became the workhorse of wireless communications until the advent of the high power triode in 1922.

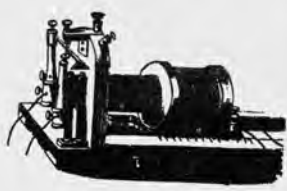
(F) Tesla's methods of high-frequency. The arrows point out the two methods basic to wireless telegraphy later employed by leading pioneers such as Marconi.



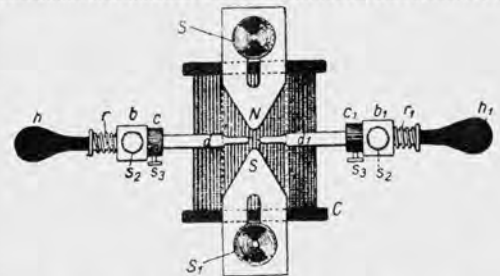
(G) "All roads lead to Rome". Although simple by today's standards, this Tesla high-frequency circuit became the basis for wireless telegraphy. Early experimenters were forced to abandon Hertz apparatus (which Tesla predicted) and adopt the above principle before significant advances in communications came about.



RUHKORFF COIL.



INDUCTION COIL.



Tesla spark apparatus with magnetic blowout, one of many forms of spark discharge apparatus he created.

NIKOLA TESLA

American electrical and radio expert. Tesla was born at Smiljan, in Jugo-Slavia 1857 and was educated at Graz and Prague Universities. He entered the Austrian Telegraph Service and in 1884 he came to the United States where he became an assistant to Edison. He specialized in the study of high frequency and high potential alternating currents. Tesla is noted for his many revolutionary inventions which include polyphase alternating current systems, the rotating field alternating current motor, arc lighting, the Tesla transformer and radio apparatus of many kinds including radio control devices.

--- from S. Gernsback's "Radio Encyclopedia" 1927

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Of course there are many other factories not listed on these two pages which is obvious but only because we did not have them available. So if you have such 'info' available either in advertisements or brochure form, why not send it to us and we'll try to include it in some early issue of POC or the Year Book. Mark... "Schools". TU.

LIFE

ON THE
HIGH SEASOR "FALMOUTH FOR ~~REPAIRS~~ ~~ORDERS~~"

FROM "SPARK-GAP" PIONEER, JOE. CHAMBERLIN 687-SGP

"T'WAS FIVE NIGHTS BEFORE CHRISTMAS ON THE GOOD SHIP AFEL, WE WERE STEAMING FOR HAMBURG AND TRAVELING WELL WHEN IN COMES A CALL FROM A SHIP IN DISTRESS. SHE WANTED A TOW AND REAL BAD, I GUESS. WITH HER ENGINES DISABLED - PLUMB OUT OF COMMISSION - SHE WAS, SURE AS SIN, IN A REAL BAD POSITION; SHE WAS DRIFTING FOR SHORE WHERE THE ROCKS WERE SUFFICIENT TO REND HER ASUNDER IN LESS THAN A MINUTE.

SO WE CHANGED OUR COURSE FROM THE HAMBURG DIRECTION AND MADE FOR THE SHIP -- BELLHENT FOR ELECTION. BUT THE WIND AND THE RAIN AND THE TURBULENT OCEAN WERE CAUSING FOR US ONE AWFUL COMMOTION; AND FOR NINE SOLID HOURS WE WALLOWED AROUND BEFORE ANY TRACE OF THE SHIP COULD BE FOUND. BUT FIND HER WE DID. IN HER HELPLESS STATE, AWAITING WITH PATIENCE THE WORKING OF FATE; AND SHE GREETED OUR COMING WITH A FINE TENDERNESS THAT WOULD HAVE SOFTENED THE HEART OF A CRUEL MURDERESS.

WITH THE AID OF A BARREL SHE SENT US A LINE AND IN NO TIME AT ALL THINGS WERE COMING ON FINE. ALL SAFE AND SECURE, THE WEST IMBODEN IN TOW WE HEADED FOR FALMOUTH WITH FACES AGLOW AT THE THOUGHTS OF THE PRIZE THE ROCKS HAD LOST, AND A FEW HOURS SLEEP WAS ALL THAT IT COST

L A T E R

BUT BELAY THERE A MINUTE, I'VE MADE A MISTAKE AND WHEN I CORRECT IT YOU'LL THINK I'M A FAKE. THAT LAST PARAGRAPH IS A BIT PREMATURE - I WROTE IT BEFORE I WAS CERTAIN AND SURE. I THOUGHT IT WOULD BE JUST ABOUT AS IT READS BUT I FORGOT ABOUT FATE AND HER DIRTY MISDEEDS.

FOR LO AND BEHOLD, WE TOO CAME TO GRIEF THOUGH IT WASN'T THE DANGER OF A SURF-POUNDED REEF. THE LINE FOULED OUR PROPELLER AND JAMMED IT SO TIGHT THAT NEITHER STEAM NOR PROFANITY COULD BUDGE IT A MITE.

AND SO THERE WE WERE, THE WEST IMBODEN AND US IN WHAT COULD BE TERMED A REAL NASTY MUSS. BUT WE WIRELESSED A TUG, THE GOLIAH BY NAME AND SHE CAME TO THE AID OF OUR SHIPS THAT WERE LAME. SHE HOOKED US ALL UP IN TANDEM FORMATION, WITH US AT THE REAR OF THE LITTLE PROCESSION.

... AND HERE'S TO THE GOLIAH:

MAY HER KEEL REST IN PEACE WHEN SHE CEASES TO BE FOR SHE'S THERE WITH THE MUSTARD, YOU CAN TAKE IT FROM ME.

F I N I

(With Apologies - JSC)



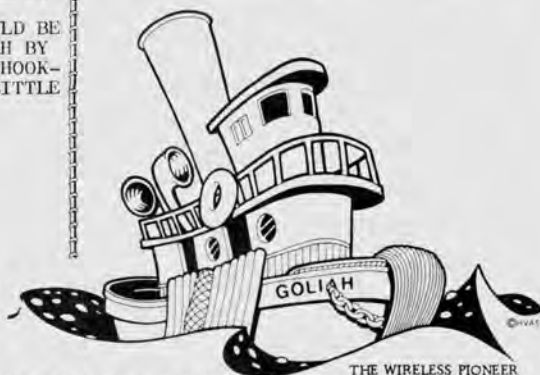
"Spark-Gapper" Joe S. Chamberlin writes that some fifty-plus years ago he was aboard the USSB Freighter "AFEL" off the Southern Coast of England when they got a call from the USSB ship West Imboden - KEEX who disabled and in danger of being blown onto the rocks off Land's End.

We expected to take her in tow. It didn't work out that way: She fastened a line to an empty barrel, threw it over the side for us to pick up. Instead, it fouled our propeller and we also were out of commission.

We contacted a small tug in Falmouth. She came out and towed both of us into Falmouth.

Anchored in Falmouth Harbor we got some deep-sea divers. Working from a raft tied to our stern they took turns in going down with butcher-knives. Took two days to whittle the hemp off the propeller and shaft. I was on watch for forty-some hours continually - - which is the reason for the attached poetry (????) at left.

EDITORS NOTE: Poetic License #3 hereby awarded Joseph S. Chamberlin.



THE WIRELESS PIONEER

Siberia for Furs

EXCITING

ARCTIC ADVENTURE



By, Herb. Scott - 838 SGP



TALES OF THE WIRELESS PIONEERS

A Fur Trading and Walrus Hunting Expedition

It was in May of 1921 that the three-masted, auxilliary-powered schooner KAMCHATKA, with yours truly aboard as her radio operator, left Seattle for Siberia and the Arctic. She belonged to the Hibbard and Swenson Fur Trading Company who had maintained for some years a number of fur trading posts on the Kamchatka peninsula, and as far north as Anadyr.

Our first port of call was Petropavlovsk. From here we stopped at every little trading post and village along the west coast of Kamchatka then on up and around Okhotsk in the northern part of the Sea of Okhotsk. Returning to Petropavlovsk we then covered the east coast of Kamchatka in the same manner.

As we were approaching Anadyr, I was in touch with the Russian station "RNR" there. It was a 500 Hz transmitter of Telefunken manufacturer, operating on 2,000 meters. They warned us not to approach Anadyr as if we arrived we would be seized by the Bolsheviks who were then in control of the port.

It appears that that winter the Bolsheviks moved in and after some skirmishing with the "White Russians" took over the part of Anadyr on the south bank of the river which divided the town and from which Anadyr got its name. The "White Russians" controlled the other bank of the river on which, fortunately, the radio station was located. They told us the Bolsheviks intended to seize the ship when it came in and take her cargo of furs. Then, they would take any of the crew members who would go along with them as part of the ship's crew; those who refused would be shot forthwith.

Upon being advised of this by me, the skipper told me to get in touch with the Revenue Cutter BEAR (NRB) which was then patrolling the Bering Sea waters. In time the Bear rendezvoused with us just outside the mouth of the Anadyr River. Together we went up the river with the Bear in the lead

As she approached Anadyr, the Bolsheviks took to the hills. We rescued our trading post operator and such valuables as were still left, whereupon we set sail for Nome across the Bering Sea. Our thanks to the time honored Bear. (*)

(Editor's Note) The Barkentine Bear took its death plunge ten years ago - March 19 1963, in the stormy Atlantic 260 miles east of Boston and 90 miles South of Cape Sable. She was being towed from Halifax to New York on her way to Philadelphia to become (and preserved as a historic relic). The sturdy "BEAR" stirred the imagination of all seafarers by rescuing some 500 whaling men trapped in the ice off Point Barrow in the winter of 1897-98. She sailed on Bering Sea Patrol for some 40-years and was taken to Oakland in 1929 to become part of their marine museum. Admiral Byrd found her there and as all know took the Bear on his expedition to the Antarctic where she made history. Ye Ed was fortunate to be shipmates with Capt. Cochrane who commanded the Bear. He told many stories about her. We have among our members, many who have sailed on the Bear. In time, we hope to bring you their stories.)

At Nome we put the furs we had aboard in storage prior to our trip into the Arctic. After taking aboard some stores, we headed for the Arctic to engage in walrus hunting. First of all we picked up a crew of some forty Eskimos at East Cape, Siberia and then headed for Pt. Barrow.

Arriving at Pt. Barrow, which at that time seemed to be one of the most desolate, dreary places in the world, we took on a supply of fresh water. We then took off for the big polar ice fields, on a northern and westward course to about 73° 15' North. (Continued on Page 128).

SCHOONER KAMCHATKA IN ARCTIC OFF SIBERIA - 1921

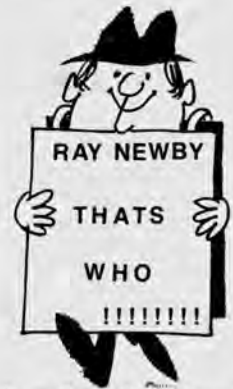


WHO WAS FIRST ?

CHARTER SWP. MEMBER

Ray Newby

WAS FIRST AMERICAN DISC-JOCKEY



The first public radio broadcast service was inaugurated on April 3 1909, by Dr. Charles D. Herrold, from his radio school in San Jose, Calif., about 50 miles south of San Francisco. The Westinghouse claim that its station KDKA at Pittsburgh, Pennsylvania is the Pioneer Radio Broadcaster is true to the extent that it was the first to use the newer and modern form of commercially built broadcasting apparatus. But the experimental broadcasts transmitted regularly each Wednesday evening by Dr. Herrold must be regarded as being the world's first in this form of entertainment.

As early as 1908, Herrold succeeded in transmitting voice and music from his station with the aid of the old type spark, or induction coil system. But in 1909 he put into operation a wireless broadcasting system using the Poulsen or Federal Arc.

The advent of radio broadcasting brought with it the world's first Disc Jockey. At Herrold's station, Mr. Ray Newby, one of the oldest living wireless pioneers and charter member of the Society of Wireless Pioneers (49-SGP) was the 'platter-spinner'. He was recently a guest of Steve Allen on his program "I've Got A Secret," where he outwitted the panel who failed to guess his secret.

To memorialize the feat of Dr. Charles D. Herrold, a Resolution by California's Senator Thomas F. Kuchel was written into the Congressional Record on March 20 1959, and it reads as follows:

"Recent research has established that the first regular transmission of programs of news and entertainment by radio occurred from a pioneer station in San Jose, Calif. Previously, the historians of broadcasting had agreed that this activity and characteristic American enterprise, which has become an invaluable medium of mass communication in every civilized country, had its beginning in the early twenties at station KDKA, in Pittsburgh, Pennsylvania.

"Out of the tattered pages and personal memories have come facts which establish the claim of station KCBS, the San Francisco outlet of the Columbia Broadcasting System network, that its direct predecessor, station KQW, in San Jose, first started sending its programs over the airwaves in Jan. 1909.

"The year 1909 is, therefore, the golden anniversary of broadcasting. This is truly a historic occasion, which is being appropriately celebrated in California. The observance will be climaxed on April 3 by placing a plaque on the American Trust Bank Bldg., in San Jose, the site of what a half century ago was the home of Herrold Station in San Jose.

"Painstaking research to verify the claim of this station to the title of the world's first broadcast transmitter was done by Gordon B. Greb, assistant

professor of journalism and advertising, at San Jose State College."

It was found that in its early experimental stages the Herrold Station used the call letters FN, then 6XE and 6XF which preceded the call sign SJN which was first used in 1915. And, in 1921, when licenses were first issued under the classification of broadcasting, the San Jose station became KQW. Later it moved to San Francisco and in 1940 the call letters were changed to KCBS.

"In 1949, Mr. Herrold, who was a classmate of Herbert Hoover, at Stanford University, died at the age of 72.

"Ray Newby, Mr. Herrold's assistant and an instructor in his school, stated the station early in its operation went on a prearranged schedule as that 'we have listeners that would report to us.' At first the schedule was a half-hour every Wednesday evening on which news, records and voice were broadcast for a half-hour and sometimes longer if the microphones and everything didn't get too hot. Later the station went on a daily schedule."

Another man who was 'on the air' in the early days was Lt. Comdr. Robert J. Stull who relieved Ray Newby at Station KQW.

The reason we mention this field of the electronic arts, since we are concerned with professional wireless, is that most early day broadcasters were from early day wireless men. Many come to mind immediately including Joë Hallock and Cliff Watson who started Station KGG in Portland, Gilson Willets who started WRNY in New York, Jerry Whittaker who ran KJBS in San Francisco, KWFI ditto, KEX and KGTT in Seattle, Ed Raser who helped establish WMAL Trenton and WOAX, Bill Wilson who established WDEL and WHAV, etc. etc. The list is endless and we do many of our members a disservice by not including them. The point is ... most broadcast stations had to depend upon men from the ranks of the radio men to get their stations on the air, indeed for quite a few years the broadcast stations had to guard 600 meters for distress calls which called for a licensed radio operator to be on duty.



Mr. and Mrs. Ray Newby

K P C

We thought our members might like to see what a highly (?) sophisticated station, circa 1913 looks like. Mr. Albert Einstein said something about "relativity". This may be relative to others of that year but in a new fledgling business the entrepreneurs of the air waves felt it prudent to limit expenditures for building and equipment at the lowest budget figure.

Anyway, here we catch one of our Charter Members in his younger days doing a bit of relief duty now and then when his ship was tied up at Astoria. Here is Spark-Gapper, Mario J Spagna 67-SGP story:

"Just ran across picture of "KPC" I had burried. A snap shot of the Marconi Station located on a hilltop at Astoria Oregon overlooking the Columbia River as it enters the Pacific near Northhead, the graveyard of many ships.

This was taken in 1913, and shows "Spag" as he looked while Wireless Operator on the world's largest lumber Schooner, the EDGAR H. VANCE, WQE. The bareheaded one sitting on the ground is Greenwell, Manager of KPC. When the EDGAR VANCE was loading lumber at Astoria, which took about 1 week, I would relieve one of the KPC operators for an 8-hour watch, usually the graveyard trick. At time pix was taken, I was 17 years of age. SPAG.

NOTE: We have a short story Spag wrote some time back in which he used this station as the locale. We hope to bring it to you as space permits.

More about the Tanker Rosecrans

The following was received from "Spark-Gapper" Paul R. DeChamplain - 280-SGP who was assigned at Astoria back in 1910 when her call was "PC". Paul spent some ten years at this station under management of UWT, MARCONI and the USN. The letter quoted is of great interest and furnishes some first hand information about the sinking of the S.S. ROSECRANS which was stranded on the Columbia River Bar, Jan. 3 1915 and all hands lost according to Berman's Encyclopedia of American Shipwrecks.

In the interest of accuracy I would like to offer a little information. In the 1971 YB article (P-46) re: the S.S. ROSECRANS, statement is made that no distress call was received. This is not true. The S.O.S. was received at KPC Astoria by Operator Lloyd T. Crow at

at 5.15 AM. I relieved him at 8:00 AM, and was on watch all day handling the regular traffic, and traffic between the rescue vessels and shore. There was a heavy snowstorm, and the tugs and life-saving boats did not locate the wreck until about 2:00 PM.

There were 3 men in the rigging, the rescuers signalled them to jump into the water. Two of them made it, the third struck something on the way down and was injured so badly that he died in the life-boat as they were being taken to the light-ship. One other man came ashore on a piece of wreckage near Long Beach, WA. There were 3 known survivors.

The information that we received, was that the skipper had turned in during the night, leaving instructions that he was to be called when the lightship was sighted, but they mistook the North Head Light for the light ship, struck the end of the South jetty, crossed the channel and piled up on Peacock Spit.

At that time the North Head Light was a fixed light, same as the light-ship, it was later changed to a flashing light.

I have a very clear memory of this, as Radio Inspector A. R. Rice came that day to check and tune up the station, and examine we operators for our licenses, so I was somewhat "under the gun" all day. My report to Marconi HQ. at S.F. contained the above information, and I was informed later that it had been turned over to the owners, the Associated Oil Co.

In another article re: the POULSEN ARC SIGNALS, it was stated that these signals could not be read by using the ordinary detectors. One noon hour at KPC I was fishing around on the tuner and picked up this strange signal. It had a 'hissing' sound like steam escaping but was perfectly readable. I found out it was the Federal Telegraph Station at Lents, Oregon (Near Portland). An operator named Marshall at Lents heard that I had read their signals but would not believe it, and wrote me to listen at a certain time and he would send me a message which I was to copy and mail back to him. I did this and heard nothing further about it. Later I built a "Tikker" and the signals had some tone.

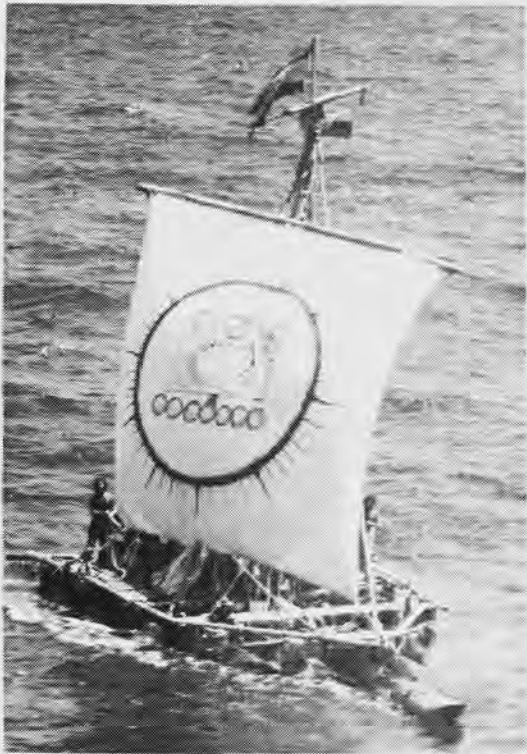
In 1915 and 1916 after Marconi had built 25 KW stations at Ketchikan and Astoria we heard the Federal (Later Mackay) Station often on about our wavelength; when they struck their arc, the signals from Ketchikan would practically drop out.

The station at Lents was later replaced by a large station at Hillsboro. This station had two or three transmitters and handled marine traffic as well as up and down the Coast. About 1921 this station was in charge of I. F. Julian who had been in charge of the 25 KW station at Astoria earlier. Hope this may add a bit to the knowledge of the early wireless days.

s/ Paul R. De Champlain



AN INCREDIBLE SEA JOURNEY



THE WIRELESS PIONEER

Fortune appears to favor the brave but how much of that four-letter word does a man need to set himself adrift on a primitive wooden raft which he hopes will take him from South America to Australia non-stop. Eight thousand miles between . . . "ports o' call". Four such men with courage and faith unlimited launched themselves into the Humboldt Current of the eastern Pacific off the Coast of Ecuador in May 1970. Their vessel was basically constructed of seven large balsa logs and about 45' in length. On it was raised a mast, a small sail and a cabin. Appropriately they named the craft 'LA Balsa.' It carried a modern 100 w. transceiver. The skipper, Capt. Alsar was also an Amateur Radio Operator so daily skeds were kept with Hams along the route of their journey. Firstly with those in South America, then Mexico, Polynesia, Z1 and finally VK.

As wind and current took them westward, ever westward, these intrepid sailors had many brushes with death. The raft was almost wrecked several times: the first being a near miss with the Galapagos Islands. Two of the crew became ill, one seriously but who eventually recovered more by the Grace of God, rather than medication. They were buffeted by cyclones and three of them at one time and another were washed overboard. Tropical heat blistered them for days as the raft was becalmed. Finally two of the crew almost drowned because of unspeakable malice of a passing ship's Master. They were forced to row a mile in darkness from the freighter to LA Balsa in a tiny, fragile dingy in rising choppy seas. The skipper refused to use the big ship's engines to close the gap. When Capt. Alsar of the raft protested they were told 'row or swin.' Unbelievable but true.

Capt. Alsar described the following two hours of rowing and bailing as the most desperate of the

'Key-Clicks' Bring S.A.R.

by

Alan Shawsmith, VK4SS - 1132 SWP

whole trip. All that could be seen of the raft was a tiny bobbing light and closing the gap seemed to take an eternity.

Just before reaching the eastern edge of the Coral Sea, the transmitting section of the radio equipment failed. About this time Capt. Alsar, using his amateur call HC9EBP was in contact with ZL operators. When the LA Balsa failed to keep its daily sked, on 14100 kHz at 0330 GMT the Kiwis notified their Aussie coppers of the situation and the sudden silence. On board the raft HC9EBP found all modes of the rig were out. Only by rapidly clicking the mike on/off switch did he notice a slight kick upward in the output meter. The VK Hams turned their beams and called daily. At first only a few extremely weak clicks were noticed but as the days passed they grew stronger and were audible only at sked time. Rough 'fixes' taken by beams in N.S.W. and Qld. showed that the source of the clicks was slowly approaching the east coast.

The question was asked, 'Are you LA Balsa raft. If so, please indicate affirmative by a certain number of clicks. These were received and were the start of what might be described as a "click-code" means of communication. In this way much info was received to queries asked. Excitement and anxiety mounted together when it became apparent that the vessel was heading for the Swain Reefs, one of the most dangerous areas of the Barrier Reef. Finally the VK's asked the Govt. Dept. of Air and Sea Rescue to put out an alert or if possible instigate a search. Capt. Whish of the Qld. Dept. refused to oblige. He said the signals appeared to be a hoax. He further claimed that no balsa logs could remain afloat for so long a period, and if they had, the raft could not possibly have survived the many reefs along the way. Also, if their position given was correct, they were now in a fairly busy shipping lane. Why had no one seen them?

However the VKs were not to be put off and now maintained a twenty-four hour watch on 14100 kHz. The raft reported a wind change to the north. This enabled them to swing south of the Swain Reefs. Their direction was now toward Southern Queensland.

Eventually, Capt. Alsar reported (still by means of the 'click' code in answer to questions) the coastline was visible. He gave his position and said he may need assistance to make a safe landfall. Again Air and Sea Rescue was contacted. Finally a search boat and plane was dispatched but reported no sighting by nightfall.

By now the news media sensed a story and headlines and broadcasts such as, "HAMS HOAXED?" began to appear and be heard. The mystery deepened. How could any vessel be so close and yet seen by no one. The search was resumed at daybreak and around mid-morning came the first flash . . . "Raft sighted - crew appear well.". This was followed by a later report that the raft was in tow and heading for Mooloolabah - a picturesque small boat harbor approximately ninety miles north of Brisbane.

There was an immediate stampede by the press and public alike out of the city to the sleepy little town to see what manner of craft and men could have survived such an impossible voyage. First TV pictures viewed LA Balsa bobbing pertly on a green sea showing not the least sign of being waterlogged. The clothes of the crew, all small men, were in rags but amazingly they looked and proved to be superbly fit.

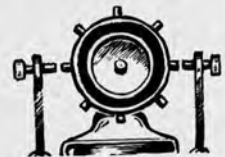
Concluded on Page - 128.



Commodore W. Earle Wohler - 1917
"SPARKS" SS City of Topeka - WGY



CANADIAN DIRECTOR
MR. ARTHUR W. "BILL"
FILTNES.
370-P
AMATEUR CALL - VE7WZ



SWP HISTORIAN

DEXTER S. BARTLETT
145-P



EVER SAIL WITH HIM ?
CAPT. PORTA, SKIPPER
SS PRES. HARRISON ETC.
Shipmate, Prexy Cady.

SWP "SPARK-GAPPERS"

Joseph H. Hallock - 148
Clifton H. Watson - 403
(Silent Key 3/21/73)

Taken aboard the SS
NEVADAN - WKW - 1915



S.S. PRINCE RUPERT (GLS)

Grand Trunk Liner ashore near Prince Rupert
March 1917. She was refloated and sold to
the Japanese for scrap in 1956. Speed 18K.
Pix. by Gene C. Hallett 468-SGP. (D-2-14-72)

USS FLORIDA - NFR



Photo Credit - Albert H. Graf



**picture
page**

SOCIETY OF WIRELESS PIONEERS

Arctic Odyssey - Herb. Scott

(Continued from Page 123)

Day after day we hunted the walrus. Up in the ice, extending from horizon to horizon in all directions as far as the eye could see was, to me, a somewhat scary experience. The only things that broke the deep silence were the occasional barking of a seal; now and then the growl of a polar bear (of which we got four), and the slap of the seas against the icebergs. It was eerie! It seemed as though we were in an alien world; a threatening world; a completely unfriendly world.

Came September, our catch had been good and it was time to start for home. We were then abreast of Nizhne Kolymsk, where the Kolyma River empties into the Arctic. From here we headed somewhat south of east for the Bering Straits. To Starboard lay several miles of solidly packed shore ice. To port was the great polar icefield.

As often happens in the Arctic, brutally villent storms come up without any warning, and we were hit by one such. It was a vicious, blustery northeaster which before long developed into a savage work of nature at her ugliest.

Gaining strength the gale began moving the huge polar bergs shoreward. We found ourselves trapped between the solidly packed shore ice and these monsters coming toward us. We had to find some open water soon and fortunately we did. As the storm increased in fury the hugh bergs began to pitch and yaw and the angry seas broke over them like heavy surf on a rocky coastline. Hour after weary hour the gallant ship fought her way through turbulent ice and vilent sea. We watched with fascination the primeval struggle between the massive bergs and their age-old enemy the raging sea!

In our battering by the sea and the ice, our lone lifeboat which had hung so ship-shape from its davits aft had broken loose. Crashing against the stern it had been smashed to bits.

After what seemed like an eternity and several narrow escapes we reached the Bering Straits, worked our way through them and into the Bering Sea. We put our Eskimo crew ashore and headed for Nome for fresh water, stores, and our furs.

While at Nome we learned that some twenty-four hours after our transit through the Bering Straits, the storm had packed the Straits solid with polar ice and the one and only exit from the Arctic was sealed until the following summer. By just this much we missed being frozen in the Arctic for a long, cold winter!

By the end of October we were back in Seattle, discharging our cargo at the Bell Street Wharf. All of us glad to be home again. N.B. The good and sturdy ship **KAMCHATKA** was lost the following year, not in the ice but off the Aleutians. Here she burned to the water's edge - a total loss. The year before the above expedition took place, the companies ship the **BELVEDERE** - "KVU" was crushed in the ice in just such a storm as the Kamchatka went through. The men all got off with just about what they stood up in. Cold and hungry after not too many days on the ice they were picked up by some Eskimo hunters in a native skin boat, out looking for seal and polar bear. - 30 -

La Balsa Triumphs Pacific -

Shawsmith

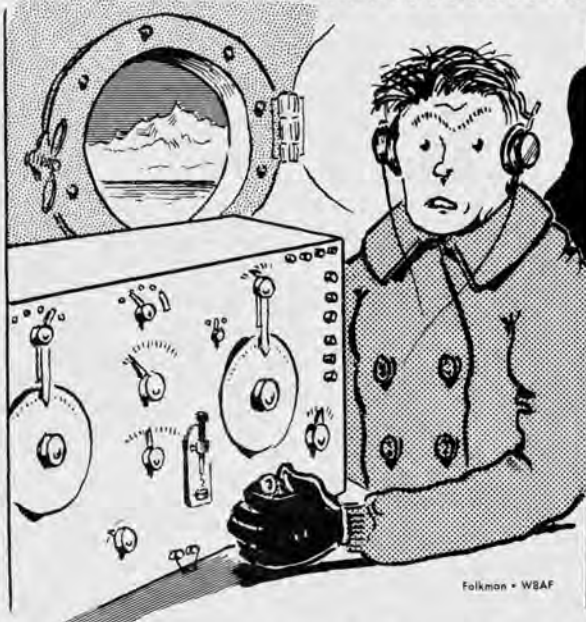
(Continued from Page 126)

The raft tied up to a tremendous roar of welcome. In true Aussie style the local small ships club house was thrown open, including the bar which ran dry in a few minutes, and all who could crowd in to hear public officials give their speeches of welcome. The President of the Wireless Institute of Australia (Queensland Division) congratulated the men on their feat and in the way they responded with a 'click-code' system of QSOs. If no communication had been established they might easily have met disaster right at the end of their journey on some inhospitable part of the coastline.

Captain Alsar responded and explained the trip was undertaken to prove a theory that earlier South American Indians could easily have visited Australia long before Captain Cook officially discovered the East Coast in 1770.

One hundred and sixty five days and eight thousand miles between ports o' call on a raft of seven balsalogs is a voyage that deserves to be written into seafaring history.

NOTE: Only one other raft drift has been recorded between South America and Australia. This was accomplished by that magnificent mariner, **William Willis**, now deceased. However he made the journey in two stages. Stopping half way to rest himself and recuperate, also refit and repair his raft which took several weeks. - 30 - Alan Shawsmith VK4SS 1132



"DAMMIT! HOW CAN A GUY RUN A WIRELESS STATION WITH THE SHIP BUCKIN' SOLID ICE? CAN'T HOLD A SENSITIVE SPOT ON THE CRYSTAL DETECTOR."

'QSO' CONTEST WINNERS

The 1st SWP Amateur Radio "QSO" Contest, Mar. 31 and April 1st, GMT, provided many members with the opportunity to meet and talk to other members throughout the world. One point was given for each contact and for each 10 minutes of QSO another point or multiplier was added. Thus a one-hour QSO totaled 7 points. Forty-seven different calls show on the logs submitted. The top five scores were: **W7GAQ/6 - 35; KGEA - 35; W0AP-40; W8BKM - 51; W6BNB - 91.**

The 80,40,20 and 15 meter bands were used by those who turned in copies of their logs. Some European members added to the total as well as one Mobile-Marine.

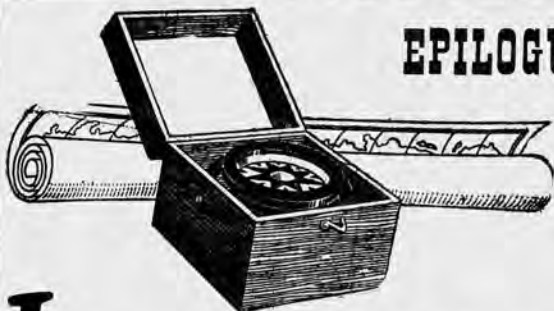
It is hoped that next time, more of the licensed members will be able to participate if just to help those who are trying for scores. "Bob" - 30 -

THE "YELLOW HORNET"

We have 'dubbed' this edition ... "**The YELLOW HORNET**"! Guess why? Please hold your fire ... we don't like it either! Neither the paper used nor the top binding of the pages. **NEVER AGAIN!!!** We won't go into reasons--too long a story. **BUT** on all future editions we will use conventional white book stock and usual left margin binding - and that's a promise. Do not despair if you don't find your story here... we will publish it in time. Much is already set up in the coming POC, which we think you will find a very fine issue.

75 CX

EPILOGUE



This finds Ye Ed climbing down the Jacob's-ladder from another production job - the 1973 YEAR BOOK. He hopes that you find it of material interest.

He realizes that in addition to his long involvement with wireless and in communications that he has somewhat of an over-riding interest in things nautical - the sea, ships, geography, the elements, etc. He hopes however that this does strike a bell that reverberates through the deeps and brings to the surfact impressions and memories of long ago.

Mare Liberum . . . belongs to us all and every aspect of it, from the halcyon calm to our howling hurricanes is fraught with beauty . . . if you have the perspective to view such things objectively, Share what the sea has meant to us and pass on to another generation the delights that salt-water affords those who will take the trouble of learning a bit of sea lore.

Listening to the Spark-Gappers who . . . "tell it as it was" in the early days, is something like becoming partners with the great navigators of history. We enjoy sharing their bold adventures when things were not as sophisticated and overpowered by commercializing our every move. The 'silent quest' of yester-year still holds a peaceful calm in a small compartment of our memory that we fall back on during these frantic and traumatic times for a bit of tranquility and composure.

Ye Ed knows that there are many errors throughout this YEAR BOOK - many he hopes of a minor nature. The passage of time has taken its toll - fingers not as nimble and mind not as sharp as in years gone by. He hopes you will forgive any shortcoming noted.

Some priceless memorabilia and historical data has been passed on to us for which we are very grateful. We would like to take this occasion to urge members to pass on their old records, pictures and memoirs for our reference files and library. We hope in time to catalogue all material for the use of all members and for posterity.

One of the tragedies we observe is that in the passing of some of our old timers who have accumulated a wealth of material that should be preserved . . . that those who handle the affairs of the individual is not aware of the importance of these records, pictures, and memorabilia and throw it out as so much 'junk'. We hope our members will make it a point to have SWP remembered in their papers of 'instruction so that this valuable data will not be lost to the world. In closing, thanks to all of our good members for giving us the fine support we have experienced. It has indeed been a pleasure to work for-you on this project. William A. Breniman 30



4-19-73ca. BOOK OF THE "WIRELESS PIONEER"

Exit Laughing

